



# Aviation Investigation Final Report

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<b>Location:</b>	Chesapeake, Virginia	<b>Accident Number:</b>	ERA24LA150
<b>Date &amp; Time:</b>	March 21, 2024, 14:10 Local	<b>Registration:</b>	N9269A
<b>Aircraft:</b>	Cessna 170	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The private pilot of the tailwheel-equipped airplane was returning to his home airport after refueling at a nearby airport. The pilot reported there was moderate turbulence while on final approach to land. Shortly after touchdown, the pilot reported that the left wing lifted and that he “did not correct fast enough and then overcorrected.” The airplane ground looped, exited the runway, and the right main landing gear collapsed, resulting in the right wing and right elevator sustaining substantial damage. The pilot reported there were no preaccident mechanical malfunctions or failures that would have precluded normal operation of the airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to maintain directional control during landing, which resulted in a ground loop, runway excursion, and subsequent landing gear collapse.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Landing gear collapse

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	77, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	October 5, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	October 1, 2023
<b>Flight Time:</b>	2394 hours (Total, all aircraft), 80 hours (Total, this make and model), 2322 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9269A
<b>Model/Series:</b>	170 A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1949	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	19030
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 3, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>	71 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3980 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91A installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	C-145-2
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	145 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PVG,23 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	13:56 Local	<b>Direction from Accident Site:</b>	25°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / Terrain-Induced
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / Light
<b>Altimeter Setting:</b>	30.23 inches Hg	<b>Temperature/Dew Point:</b>	11°C / -4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Suffolk, VA (SFQ)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Chesapeake, VA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:55 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	HAMPTON ROADS EXEC PVG	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	28 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	10	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5350 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	36.780765,-76.45128(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gibson, Kurt
<b>Additional Participating Persons:</b>	Mark Jennings; FAA/FSDO; Richmond, VA
<b>Original Publish Date:</b>	May 29, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=193979">https://data.ntsb.gov/Docket?ProjectID=193979</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).