



Aviation Investigation Final Report

Location:	Morris, Illinois	Accident Number:	CEN24LA324
Date & Time:	August 10, 2024, 16:15 UTC	Registration:	N348CW
Aircraft:	RANS RV8	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot executed a normal landing to runway 36 in the tailwheel airplane, and the flight instructor guarded the controls. The flight instructor stated that the landing was excellent and on centerline of the runway. During rollout, a level, tail-up attitude was maintained as the airplane slowed. As soon as the tailwheel contacted the runway, the airplane began an unexpected swerve to the right. The flight instructor stated that no input from him or his student caused the swerve. Both the student pilot and the flight instructor tried to correct the swerve; however, the airplane did not respond to inputs of full left rudder and full left brake. The airplane ground looped, hit a ditch, and sustained substantial damage to the left side of the fuselage adjacent to the left wing attachment point. Examination of the airplane did not reveal any preimpact anomalies with the tailwheel assembly, main wheel brakes, or the flight controls that would have precluded normal operation. The flight instructor reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operations.

The reported wind about the time of the accident was 280° at 13 knots with gusts to 16 knots. The flight instructor estimated the wind at the time of the accident was 330° at 5 knots.

Probable Cause and Findings

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

The student pilot's failure to maintain directional control and the flight instructors delayed remedial action while landing with a gusty crosswind.

Findings

Personnel issues	Aircraft control - Student/instructed pilot
Personnel issues	Delayed action - Instructor/check pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Effect on operation
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	60, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Sport pilot	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	July 24, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 9, 2023
Flight Time:	(Estimated) 4253 hours (Total, all aircraft), 426 hours (Total, this make and model), 53 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Student pilot Information

Certificate:	None	Age:	
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	0 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	RANS	Registration:	N348CW
Model/Series:	RV8	Aircraft Category:	Airplane
Year of Manufacture:	1999	Amateur Built:	Yes
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	8044-99
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 15, 2023 Condition	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1
Airframe Total Time:	1236 Hrs at time of accident	Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KC09,584 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:15 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 16 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	23°C / 12°C
Precipitation and Obscuration:			
Departure Point:	Morris, IL	Type of Flight Plan Filed:	
Destination:	Morris, IL	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Morris Washburn Airport C09	Runway Surface Type:	Asphalt
Airport Elevation:	584 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5501 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.42475,-88.418667(est)

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Vic Liberatore; FAA FSDO Chicago; Chicago, IL
Original Publish Date:	October 24, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=194981

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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](#).