



# Aviation Investigation Final Report

<b>Location:</b>	Morris, Illinois	<b>Accident Number:</b>	CEN24LA324
<b>Date &amp; Time:</b>	August 10, 2024, 16:15 UTC	<b>Registration:</b>	N348CW
<b>Aircraft:</b>	RANS RV8	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

<b>Aircraft Make:</b>	RANS	<b>Registration:</b>	N348CW
<b>Model/Series:</b>	RV8	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1999	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental light sport (Special)	<b>Serial Number:</b>	8044-99
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 15, 2023 Condition	<b>Certified Max Gross Wt.:</b>	1800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1
<b>Airframe Total Time:</b>	1236 Hrs at time of accident	<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<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>	KC09,584 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	16:15 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 5000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots / 16 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	280°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.11 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 12°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Morris, IL	<b>Type of Flight Plan Filed:</b>	
<b>Destination:</b>	Morris, IL	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class E

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lemishko, Alexander
<b>Additional Participating Persons:</b>	Vic Liberatore; FAA FSDO Chicago; Chicago, IL
<b>Original Publish Date:</b>	October 24, 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.nts.gov/Docket?ProjectID=194981">https://data.nts.gov/Docket?ProjectID=194981</a>

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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](#).