



Aviation Investigation Final Report

Location:	Lakeland, Florida	Accident Number:	ERA23LA170
Date & Time:	March 29, 2023, 09:17 Local	Registration:	N791MH
Aircraft:	North American T-6G	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to the pilot, he performed a wheel landing in the tailwheel-equipped airplane. As he lowered the tailwheel, the airplane turned right, and he applied left rudder to continue straight. As soon as he applied the rudder pressure, he “felt something pop” and the airplane continued to turn right, resulting in a ground loop. In the accident sequence, the left main landing gear collapsed, resulting in substantial damage to the left wing. Post accident examination of the tailwheel steering system noted that the left tailwheel steering cable separated.

Probable Cause and Findings

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

A loss of control on the ground as a result of left tailwheel steering cable separation.

Findings

Aircraft	Landing gear steering system - Failure
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Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Landing gear collapse

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	64, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Helicopter	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	January 3, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 4, 2023
Flight Time:	110000 hours (Total, all aircraft), 5000 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	North American	Registration:	N791MH
Model/Series:	T-6G	Aircraft Category:	Airplane
Year of Manufacture:	1951	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5114791
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 2, 2023 Annual	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8610.1 Hrs as of last inspection	Engine Manufacturer:	P&W
ELT:	C91 installed, not activated	Engine Model/Series:	R-1340-AN1
Registered Owner:	On file	Rated Power:	600 Horsepower
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:	LAL, 142 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	08:50 Local	Direction from Accident Site:	288°
Lowest Cloud Condition:	Scattered / 3300 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	22°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lakeland, FL	Type of Flight Plan Filed:	None
Destination:	Lakeland, FL	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	LAKELAND LINDER INTL LAL	Runway Surface Type:	Asphalt
Airport Elevation:	141 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	8500 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	27.989196,-82.012095(est)

Administrative Information

Investigator In Charge (IIC):	Kemner, Heidi
Additional Participating Persons:	Joseph Gramzinski; FAA/FSDO; Orlando, FL
Original Publish Date:	June 29, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106975

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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](#).