



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Skiatook, Oklahoma	Accident Number:	CEN23LA157
Date & Time:	April 11, 2023, 21:00 UTC	Registration:	N39GC
Aircraft:	Acro Sport II	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

The pilot reported that he had just purchased the airplane and the accident flight was his first flight in it. While performing a touch-and-go-landing with a left gusting crosswind, the airplane veered right, departed the runway, and struck a runway light. The left main landing gear separated, and the airplane came to rest in the grass next to the taxiway. The airplane sustained substantial damage to the fuselage and lower wings. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operations. At the time of the accident, the airplane was landing on runway 18 with wind variable at 12 knots with gusts to 21 knots. The pilot reported that he did not look at the windsock before the landing.

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 in a gusting crosswind.

Findings

Aircraft	Directional control - Not attained/maintained
Environmental issues	Gusts - Contributed to outcome
Personnel issues	Aircraft control - Pilot
Personnel issues	Total experience w/ equipment - Pilot

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Runway excursion
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	30,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	December 9, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 22, 2022
Flight Time:	130.6 hours (Total, all aircraft), 5.5 hours (Total, this make and model), 81.7 hours (Pilot In Command, all aircraft), 11.8 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Acro Sport	Registration:	N39GC
Model/Series:	II	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	AS123
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 22, 2022 Condition	Certified Max Gross Wt.:	1520 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	571 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	On file	Rated Power:	180 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:	KTUL, 639 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	146°
Lowest Cloud Condition:	Few / 7000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 21 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.19 inches Hg	Temperature/Dew Point:	25°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Calico Rock, AL (37T)	Type of Flight Plan Filed:	None
Destination:	Borger, TX (kbgd)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	SKIATOOK MUNI 2F6	Runway Surface Type:	Asphalt
Airport Elevation:	671 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3002 ft / 60 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	36.356134,-96.010997(est)

Administrative Information

Investigator In Charge (IIC): Bowling, David

Additional Participating Persons: Thomas LaNou; Federal Aviation Administration ; Oklahoma City, OK

Original Publish Date: June 6, 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=107055>

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](#).