



Aviation Investigation Final Report

Location:	Buhl, Idaho	Accident Number:	WPR23LA292
Date & Time:	July 29, 2023, 11:00 Local	Registration:	N314E
Aircraft:	JOHN ESPE CRUISER	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during the landing, he encountered a gusting tail wind. While attempting to control the speed to prevent stall, the airplane veered to the left of the runway. The pilot applied right rudder in an attempt to correct this, resulting in a ground loop. The airplane sustained substantial damage to the left wing. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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 airplane control during landing with a gusting tail wind.

Findings

Environmental issues	Tailwind - Response/compensation
Personnel issues	Use of equip/system - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	72,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 6, 2023
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2487 hours (Total, all aircraft), 70 hours (Total, this make and model), 2487 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	JOHN ESPE	Registration:	N314E
Model/Series:	CRUISER	Aircraft Category:	Airplane
Year of Manufacture:	2021	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	12001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 30, 2023 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	110 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	125 Hrs at time of accident	Engine Manufacturer:	Titan
ELT:	Not installed	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:	KTWF, 4166 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	116°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	27°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Smiley Creek, ID (U87)	Type of Flight Plan Filed:	None
Destination:	Buhl, ID	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	BUHL MUNI U03	Runway Surface Type:	
Airport Elevation:	3662 ft msl	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	3600 ft / 75 ft	VFR Approach/Landing:	Full stop; Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.597389, -114.80063 (est)

Administrative Information

Investigator In Charge (IIC): Rho, Paul

Additional Participating Persons: Craig Karel; FAA; Boise, ID

Original Publish Date: November 16, 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=192759>

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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](#).