



Aviation Investigation Final Report

Location:	Sanford, North Carolina	Accident Number:	ERA23LA278
Date & Time:	June 25, 2023, 12:15 Local	Registration:	N108YZ
Aircraft:	GOPALAN HARIHARAN 4 Place	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot/builder of the tailwheel-equipped airplane reported that he had flown a few times around the airport traffic pattern and was preparing for a full stop landing. After touchdown, the airplane began to veer to the left. He applied right rudder; however, he ran out of rudder authority due to the crosswind conditions that prevailed. He applied right brake to prevent a runway excursion; however, the airplane nosed over and came to rest inverted. The airplane's fuselage, right wing, and vertical stabilizer were substantially damaged. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation and that the accident would have been prevented if he had more crosswind handling training.

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 while landing in a crosswind, which resulted in a nose over.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Response/compensation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	59,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 28, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	281 hours (Total, all aircraft), 49 hours (Total, this make and model), 49 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GOPALAN HARIHARAN	Registration:	N108YZ
Model/Series:	4 Place	Aircraft Category:	Airplane
Year of Manufacture:	2019	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	986
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	February 15, 2023 Condition	Certified Max Gross Wt.:	2700 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	47 Hrs at time of accident	Engine Manufacturer:	Eggenfellner
ELT:	C126 installed, not activated	Engine Model/Series:	EG 200
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:	KTTA, 247 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:05 Local	Direction from Accident Site:	148°
Lowest Cloud Condition:	Scattered / 4400 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	28°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sanford, NC	Type of Flight Plan Filed:	None
Destination:	Sanford, NC	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Raleigh Executive Jetport TTA	Runway Surface Type:	Asphalt
Airport Elevation:	246 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	6501 ft / 100 ft	VFR Approach/Landing:	Full stop; Traffic pattern

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:	35.582439, -79.101338(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Ralph

Additional Participating Persons: Eden King; FAA/FDSO; Greensboro, NC

Original Publish Date: August 31, 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=192484>

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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](#).