



# Aviation Investigation Final Report

|                                |                                      |                         |            |
|--------------------------------|--------------------------------------|-------------------------|------------|
| <b>Location:</b>               | Georgetown, Kentucky                 | <b>Accident Number:</b> | ERA24LA004 |
| <b>Date &amp; Time:</b>        | October 8, 2023, 16:45 Local         | <b>Registration:</b>    | N27MW      |
| <b>Aircraft:</b>               | MICHAEL J WRIGHT SA300               | <b>Aircraft Damage:</b> | Unknown    |
| <b>Defining Event:</b>         | Loss of control on ground            | <b>Injuries:</b>        | 1 None     |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |            |

## Analysis

The pilot of the tailwheel-equipped airplane reported that he was returning to his home airport after a local flight and the reported wind was from 300° at 9 knots with gusts to 13 knots. He performed a low approach to runway 3 with a direct crosswind. He remained in the traffic pattern for another approach to runway 3. After an uneventful touchdown and initial rollout, with the throttle at idle, the airplane began to veer to the left. He countered with right rudder and was able to maintain his track throughout most of the landing roll. Near the end of the rollout, while still on the paved surface, the airplane veered left more abruptly, and the right wingtip touched the runway. The airplane then departed the runway to the left and nosed over into the grass. The pilot egressed the airplane without injury. An examination of the wreckage by a Federal Aviation Administration inspector revealed substantial damage to the upper wing, rudder, and vertical stabilizer. 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 directional control of the airplane during the landing roll in gusting a gusting crosswind, resulting in a runway excursion and nose over.

## Findings

|                             |                                               |
|-----------------------------|-----------------------------------------------|
| <b>Aircraft</b>             | Directional control - Not attained/maintained |
| <b>Personnel issues</b>     | Aircraft control - Pilot                      |
| <b>Environmental issues</b> | Gusts - Response/compensation                 |
| <b>Environmental issues</b> | Crosswind - Response/compensation             |

## Factual Information

### History of Flight

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

### Pilot Information

|                           |                                                                                                                                                                                                                                          |                                   |                  |
|---------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|------------------|
| Certificate:              | Private                                                                                                                                                                                                                                  | Age:                              | 53,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 3 Without waivers/limitations                                                                                                                                                                                                      | Last FAA Medical Exam:            | October 26, 2022 |
| Occupational Pilot:       | No                                                                                                                                                                                                                                       | Last Flight Review or Equivalent: | October 10, 2022 |
| Flight Time:              | 325 hours (Total, all aircraft), 100 hours (Total, this make and model), 270 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) |                                   |                  |

## Aircraft and Owner/Operator Information

|                                      |                             |                                       |                 |
|--------------------------------------|-----------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | MICHAEL J WRIGHT            | <b>Registration:</b>                  | N27MW           |
| <b>Model/Series:</b>                 | SA300                       | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          | 2014                        | <b>Amateur Built:</b>                 | Yes             |
| <b>Airworthiness Certificate:</b>    | Experimental (Special)      | <b>Serial Number:</b>                 | M001W           |
| <b>Landing Gear Type:</b>            | Tailwheel                   | <b>Seats:</b>                         | 2               |
| <b>Date/Type of Last Inspection:</b> | September 5, 2023 Condition | <b>Certified Max Gross Wt.:</b>       | 1950 lbs        |
| <b>Time Since Last Inspection:</b>   | 9 Hrs                       | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 194 Hrs at time of accident | <b>Engine Manufacturer:</b>           | Lycoming        |
| <b>ELT:</b>                          | Installed                   | <b>Engine Model/Series:</b>           | IO-360-C1D6     |
| <b>Registered Owner:</b>             | On file                     | <b>Rated Power:</b>                   | 200             |
| <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> | K27K,947 ft msl                  | <b>Distance from Accident Site:</b>         | 0 Nautical Miles |
| <b>Observation Time:</b>                | 16:55 Local                      | <b>Direction from Accident Site:</b>        |                  |
| <b>Lowest Cloud Condition:</b>          |                                  | <b>Visibility</b>                           | 10 miles         |
| <b>Lowest Ceiling:</b>                  | Broken / 5500 ft AGL             | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | 10 knots / 17 knots              | <b>Turbulence Type Forecast/Actual:</b>     | None / None      |
| <b>Wind Direction:</b>                  | 260°                             | <b>Turbulence Severity Forecast/Actual:</b> | N/A / N/A        |
| <b>Altimeter Setting:</b>               | 29.93 inches Hg                  | <b>Temperature/Dew Point:</b>               | 13°C / 1°C       |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |                                             |                  |
| <b>Departure Point:</b>                 | Georgetown, KY                   | <b>Type of Flight Plan Filed:</b>           | None             |
| <b>Destination:</b>                     | Georgetown, KY                   | <b>Type of Clearance:</b>                   | None             |
| <b>Departure Time:</b>                  |                                  | <b>Type of Airspace:</b>                    | Class G          |

## Airport Information

|                             |                             |                                  |                 |
|-----------------------------|-----------------------------|----------------------------------|-----------------|
| <b>Airport:</b>             | Georgetown-Scott County 27K | <b>Runway Surface Type:</b>      | Asphalt         |
| <b>Airport Elevation:</b>   | 947 ft msl                  | <b>Runway Surface Condition:</b> | Dry             |
| <b>Runway Used:</b>         | 3                           | <b>IFR Approach:</b>             | None            |
| <b>Runway Length/Width:</b> | 5498 ft / 100 ft            | <b>VFR Approach/Landing:</b>     | Traffic pattern |

## Wreckage and Impact Information

|                            |        |                             |                           |
|----------------------------|--------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Unknown                   |
| <b>Passenger Injuries:</b> |        | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    |        | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 1 None | <b>Latitude, Longitude:</b> | 38.234434,-84.434684(est) |

## Administrative Information

|                                   |                                                                                                         |
|-----------------------------------|---------------------------------------------------------------------------------------------------------|
| Investigator In Charge (IIC):     | Hicks, Ralph                                                                                            |
| Additional Participating Persons: | Nick Anderson; FAA/FSDO; Louisville, KY                                                                 |
| Original Publish Date:            | January 25, 2024                                                                                        |
| Last Revision Date:               |                                                                                                         |
| Investigation Class:              | <a href="#">Class 4</a>                                                                                 |
| Note:                             | The NTSB did not travel to the scene of this accident.                                                  |
| Investigation Docket:             | <a href="https://data.nts.gov/Docket?ProjectID=193209">https://data.nts.gov/Docket?ProjectID=193209</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](#).