



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | Mesa, Arizona | Accident Number: | WPR24LA015 |
| Date & Time: | October 12, 2023, 10:00 Local | Registration: | N4777V |
| Aircraft: | Boeing A75N1(PT17) | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Instructional | | |

Analysis

The flight instructor of the tailwheel-equipped airplane reported that, while demonstrating a wheel landing during an instructional flight with a student in the rear seat, the nose swerved to the right upon lowering the tailwheel. The pilot corrected with left rudder input, but the airplane ground looped to the right, resulting in substantial damage to the left wing. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 flight instructor's failure to maintain directional control during the landing roll, which resulted in a ground loop.

Findings

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|-------------------------|---|
| Aircraft | Directional control - Not attained/maintained |
| Personnel issues | Aircraft control - Instructor/check pilot |

Factual Information

History of Flight

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| Landing-landing roll | Loss of control on ground (Defining event) |
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Flight instructor Information

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| Certificate: | Commercial; Flight instructor | Age: | 73,Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | 4-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | |
| Instructor Rating(s): | Airplane single-engine | Toxicology Performed: | |
| Medical Certification: | Class 2 Waiver time limited special | Last FAA Medical Exam: | April 24, 2023 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | August 11, 2022 |
| Flight Time: | 3000 hours (Total, all aircraft), 2000 hours (Total, this make and model) | | |

Student pilot Information

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|----------------------------------|---|--|-----------------|
| Certificate: | Private | Age: | 37,Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Rear |
| Other Aircraft Rating(s): | None | Restraint Used: | 4-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: | January 5, 2022 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | August 31, 2022 |
| Flight Time: | 210 hours (Total, all aircraft), 9 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Boeing | Registration: | N4777V |
| Model/Series: | A75N1(PT17) | Aircraft Category: | Airplane |
| Year of Manufacture: | 1943 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 75-5733 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | May 6, 2023 100 hour | Certified Max Gross Wt.: | 2950 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2000 Hrs as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | R-680 |
| Registered Owner: | On file | Rated Power: | 225 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KIWA,1382 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 09:50 Local | Direction from Accident Site: | 239° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.76 inches Hg | Temperature/Dew Point: | 24°C / 7°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Mesa, AZ (KFFZ) | Type of Flight Plan Filed: | None |
| Destination: | Mesa, AZ | Type of Clearance: | VFR |
| Departure Time: | 09:15 Local | Type of Airspace: | Class D |

Airport Information

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|-----------------------------|--------------------------|----------------------------------|--------------|
| Airport: | PHOENIX-MESA GATEWAY IWA | Runway Surface Type: | Concrete |
| Airport Elevation: | 1382 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 12L | IFR Approach: | None |
| Runway Length/Width: | 9300 ft / 150 ft | VFR Approach/Landing: | Touch and go |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 33.308655,-111.64969(est) |

Administrative Information

Investigator In Charge (IIC): Rho, Paul

Additional Participating Persons: Brian Mehrtens; FAA; Mesa, AZ

Original Publish Date: January 10, 2024

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=193256>

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](#).