



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	La Grande, Oregon	Accident Number:	WPR23LA261
Date & Time:	July 8, 2023, 01:00 Local	Registration:	N92761
Aircraft:	North American AT-6G	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while overflying a grass airstrip to land, the left wing struck a tree after crossing the departure end of the runway at treetop level. The pilot maneuvered to a local airport for an emergency landing. During landing, shortly after the airplane crossed the runway threshold, a ground observer notified the pilot that the left landing gear was not extended. The pilot then placed the landing gear selector lever in UP position, but the right gear did not retract. Subsequently, the airplane ground looped shortly after touchdown and collapsed the right landing gear.

Post accident examination revealed that the left wing had substantial damage from impact with a tree. The pilot added 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 pilot's failure to maintain clearance from trees during an airstrip overfly, which resulted in impact damage to the left wing.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Tree(s) - Effect on operation

Factual Information

History of Flight

Landing	Collision during takeoff/land (Defining event)
Landing	Landing gear collapse

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	49,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-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 multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	April 12, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 11, 2023
Flight Time:	2365 hours (Total, all aircraft), 14 hours (Total, this make and model), 2254 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	78,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	None With waivers/limitations	Last FAA Medical Exam:	October 21, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 8, 2022
Flight Time:	11028 hours (Total, all aircraft), 605 hours (Total, this make and model), 10878 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	North American	Registration:	N92761
Model/Series:	AT-6G	Aircraft Category:	Airplane
Year of Manufacture:	1958	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	182-413
Landing Gear Type:	Retractable -	Seats:	2
Date/Type of Last Inspection:	July 12, 2023 Annual	Certified Max Gross Wt.:	5617 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7410 Hrs as of last inspection	Engine Manufacturer:	P&W
ELT:	C91 installed, not activated	Engine Model/Series:	R-1340-S1H1
Registered Owner:	On file	Rated Power:	600 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:	KLGD, 2713 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:56 Local	Direction from Accident Site:	145°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.91 inches Hg	Temperature/Dew Point:	24°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Joseph, OR (KJSY)	Type of Flight Plan Filed:	None
Destination:	Aurora, OR (KUAO)	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	LA GRANDE/UNION COUNTY LGD	Runway Surface Type:	Asphalt
Airport Elevation:	2717 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	6261 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

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:	45.289078,-118.00612

Administrative Information

Investigator In Charge (IIC):	Johnson, Scott
Additional Participating Persons:	Dan Scott; Federal Aviation Administration
Original Publish Date:	November 2, 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=192577

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](#).