



Aviation Investigation Final Report

Location:	Cleburne, Texas	Accident Number:	CEN23LA378
Date & Time:	August 22, 2023, 18:10 Local	Registration:	N6581H
Aircraft:	Piper J4	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While landing to runway 15 in gusty wind conditions, the pilot lost control of the tailwheel equipped airplane, it nosed over, and came to rest inverted. The airplane sustained substantial damage to the right wing and lift strut. The pilot reported there were no preaccident mechanical malfunctions or failures which would have precluded normal operation. The wind at the time of the accident was 100° at 13 knots with gusts to 20 knots. The calculated crosswind component was between 10 and 15 knots.

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 gusty crosswind conditions.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on operation

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	48,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 15, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	240 hours (Total, all aircraft), 43 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6581H
Model/Series:	J4 A	Aircraft Category:	Airplane
Year of Manufacture:	1939	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4-831
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	A50-1
Registered Owner:	JONES MICHAEL ROBERT	Rated Power:	50 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:	KCPT	Distance from Accident Site:	0 Nautical Miles
Observation Time:	18:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	37°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cleburne, TX	Type of Flight Plan Filed:	None
Destination:	Cleburne, TX	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Cleburne Regional Airport CPT	Runway Surface Type:	Asphalt
Airport Elevation:	854 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	5697 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.35375,-97.43375

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Gary Watson; FAA North Texas FSDO; Irving, TX
Original Publish Date:	February 20, 2024
Last Revision Date:	February 22, 2024
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192926

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](#).