



Aviation Investigation Final Report

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|--------------------------------|---------------------------|-------------------------|-------------|
| Location: | Moses Lake, Washington | Accident Number: | WPR23LA248 |
| Date & Time: | July 3, 2023, 08:30 Local | Registration: | CFXRB |
| Aircraft: | Found FBA2C | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 4 None |
| Flight Conducted Under: | Non-U.S., non-commercial | | |

Analysis

The instructor of the tailwheel-equipped airplane reported a left crosswind during the landing approach. The pilot receiving instruction executed a 3-point landing and the tailwheel bounced twice. The instructor told the student to “pin the tail” by applying full aft elevator. The airplane deviated right of runway centerline and the pilot corrected with left rudder. The airplane crossed the centerline to the left and did not respond to full right rudder and heavy right braking. The airplane ground looped to the left sustaining substantial damage to the right wing and right horizontal stabilizer and elevator.

The pilot reported there were no preaccident mechanical malfunctions or failures 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 during landing.

Findings

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|-------------------------|---|
| Personnel issues | Aircraft control - Student/instructed pilot |
| Aircraft | Directional control - Not attained/maintained |

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 | Age: | 59,Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea | Seat Occupied: | Right |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | 5-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | |
| Instructor Rating(s): | Airplane single-engine | Toxicology Performed: | |
| Medical Certification: | Class 1 With waivers/limitations | Last FAA Medical Exam: | January 6, 2023 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | February 8, 2023 |
| Flight Time: | 4850 hours (Total, all aircraft), 85 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Pilot Information

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|----------------------------------|---|--|-------------------|
| Certificate: | Airline transport | Age: | 50,Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 5-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 1 With waivers/limitations | Last FAA Medical Exam: | November 1, 2022 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | September 1, 2022 |
| Flight Time: | (Estimated) 8100 hours (Total, all aircraft), 32 hours (Total, this make and model) | | |

Passenger Information

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|----------------------------------|-----|--|---------|
| Certificate: | | Age: | |
| Airplane Rating(s): | | Seat Occupied: | Left |
| Other Aircraft Rating(s): | | Restraint Used: | 4-point |
| Instrument Rating(s): | | Second Pilot Present: | |
| Instructor Rating(s): | | Toxicology Performed: | |
| Medical Certification: | | Last FAA Medical Exam: | |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Passenger Information

| | | | |
|----------------------------------|-----|--|---------|
| Certificate: | | Age: | |
| Airplane Rating(s): | | Seat Occupied: | Rear |
| Other Aircraft Rating(s): | | Restraint Used: | 4-point |
| Instrument Rating(s): | | Second Pilot Present: | |
| Instructor Rating(s): | | Toxicology Performed: | |
| Medical Certification: | | Last FAA Medical Exam: | |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Found | Registration: | CFXRB |
| Model/Series: | FBA2C | Aircraft Category: | Airplane |
| Year of Manufacture: | 2005 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 54 |
| Landing Gear Type: | Tailwheel | Seats: | 5 |
| Date/Type of Last Inspection: | July 2, 2023 Annual | Certified Max Gross Wt.: | 3500 lbs |
| Time Since Last Inspection: | 1.5 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 766 Hrs at time of accident | Engine Manufacturer: | Lycoming |
| ELT: | C126 installed, not activated | Engine Model/Series: | IO-540-L1C5 |
| Registered Owner: | AngelOne Canada | Rated Power: | 300 Horsepower |
| Operator: | AngelOne Canada | 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: | KMWH, 1169 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 07:52 Local | Direction from Accident Site: | 170° |
| Lowest Cloud Condition: | | Visibility | 10 miles |
| Lowest Ceiling: | Overcast / 11000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 3 knots / | Turbulence Type Forecast/Actual: | None / |
| Wind Direction: | 20° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.03 inches Hg | Temperature/Dew Point: | 20°C / 2°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Vernon, BC, OF (CYVK) | Type of Flight Plan Filed: | VFR |
| Destination: | Moses Lake, WA (MWH) | Type of Clearance: | VFR |
| Departure Time: | 07:00 Local | Type of Airspace: | Class D |

Airport Information

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|----------------------|-------------------|---------------------------|-------------|
| Airport: | Grant County MWH | Runway Surface Type: | Concrete |
| Airport Elevation: | 1189 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 14L | IFR Approach: | None |
| Runway Length/Width: | 13500 ft / 200 ft | VFR Approach/Landing: | Straight-in |

Wreckage and Impact Information

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|---------------------|--------|----------------------|----------------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 2 None | Aircraft Fire: | None |
| Ground Injuries: | | Aircraft Explosion: | None |
| Total Injuries: | 4 None | Latitude, Longitude: | 47.208583,-119.31913 |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | Blum, Contessa |
| Additional Participating Persons: | Thomas Lang; GEG FSDO; Spokane, WA |
| 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=192518 |

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](#).