



# Aviation Investigation Final Report

<b>Location:</b>	Oklahoma City, Oklahoma	<b>Accident Number:</b>	CEN23LA140
<b>Date &amp; Time:</b>	March 19, 2023, 13:14 Local	<b>Registration:</b>	N9254A
<b>Aircraft:</b>	Cessna 170A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that after touchdown on the runway, a gust of wind pushed the tail of the airplane to the left. The pilot was unable to maintain directional control and the airplane departed the runway and nosed over in a grassy area adjacent to the runway. The airplane sustained substantial damage to the left wing. The pilot reported that there were no pre-accident mechanical malfunctions or failures that would have precluded normal operation. The reported winds about the time of the accident were light and variable at 3 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's loss of directional control during landing with wind gusts, which resulted in a runway excursion and nose over.

## Findings

Personnel issues	(general) - Pilot
Environmental issues	Gusts - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Loss of control on ground (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed Without waivers/limitations	<b>Last FAA Medical Exam:</b>	July 25, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	September 15, 2022
<b>Flight Time:</b>	1360 hours (Total, all aircraft), 36 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9254A
<b>Model/Series:</b>	170A NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1949	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	19015
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 8, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5804.7 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	O-300A
<b>Registered Owner:</b>	FARNSELY AERO LLC	<b>Rated Power:</b>	145 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	Co-Owner	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPWA, 1280 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	300°
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:	30.5 inches Hg	Temperature/Dew Point:	5°C / -13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Oklahoma City, OK	Type of Flight Plan Filed:	None
Destination:	Oklahoma City, OK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class C

## Airport Information

Airport:	Wiley Post KPWA	Runway Surface Type:	Concrete
Airport Elevation:	1310 ft msl	Runway Surface Condition:	Dry
Runway Used:	35R	IFR Approach:	None
Runway Length/Width:	7199 ft / 150 ft	VFR Approach/Landing:	Full stop; Traffic pattern

## 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:	35.491476,-97.540528(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lemishko, Alexander
<b>Additional Participating Persons:</b>	Jerry Heuertz; FAA FSDO; Oklahoma City, OK
<b>Original Publish Date:</b>	June 23, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=106910">https://data.nts.gov/Docket?ProjectID=106910</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](#).