



Aviation Investigation Final Report

Location:	Council Bluffs, Iowa	Accident Number:	CEN24LA154
Date & Time:	April 10, 2024, 14:30 Local	Registration:	N675LF
Aircraft:	DEHAVILLAND TIGER MOTH DH 82A	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the takeoff roll on runway 18, the airplane veered left. The pilot attempted to correct with opposite rudder and aileron; however, the airplane exited the left side of the runway. During the excursion, the airplane rolled over a berm, and the left wing struck the ground. The airplane subsequently nosed over and came to rest inverted, which resulted in substantial damage to the right upper wing, left lower wing, vertical stabilizer, and rudder.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

At the time of the accident, the pilot was departing from runway 18 with wind from 270° at 12 knots, gusting to 20kts.

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 the takeoff with a direct gusting crosswind.

Findings

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

Factual Information

History of Flight

Takeoff	Other weather encounter
Takeoff	Loss of control on ground (Defining event)
Takeoff	Runway excursion
Takeoff	Attempted remediation/recovery
Takeoff	Nose over/nose down

Pilot Information

Certificate:	Airline transport	Age:	61,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:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	January 2, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 25, 2023
Flight Time:	9733 hours (Total, all aircraft), 7.6 hours (Total, this make and model), 5979 hours (Pilot In Command, all aircraft), 14.6 hours (Last 90 days, all aircraft), 7.8 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DEHAVILLAND	Registration:	N675LF
Model/Series:	TIGER MOTH DH 82A	Aircraft Category:	Airplane
Year of Manufacture:	1944	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	PG675
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 15, 2024 Annual	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5366 Hrs	Engine Manufacturer:	DeHavilland
ELT:	Installed, not activated	Engine Model/Series:	Gypsy Major 1
Registered Owner:	On file	Rated Power:	130 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:	KCBF, 1253 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:35 Local	Direction from Accident Site:	327°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.81 inches Hg	Temperature/Dew Point:	22°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Council Bluffs, IA	Type of Flight Plan Filed:	None
Destination:	Red Oak, IA (KRDK)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	COUNCIL BLUFFS MUNI CBF	Runway Surface Type:	Concrete
Airport Elevation:	1244 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	None

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:	41.260906,-95.757173

Administrative Information

Investigator In Charge (IIC):	Brown, Zane
Additional Participating Persons:	Bart Van Heuveln; FAA FSDO; Des Moines, IA
Original Publish Date:	July 18, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=194071

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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](#).