



Aviation Investigation Final Report

Location:	Shuteston, Louisiana	Accident Number:	CEN24LA213
Date & Time:	June 7, 2024, 18:20 Local	Registration:	N768WM
Aircraft:	Boeing E75	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While performing a full stop landing to a wet grass strip in a tailwheel-equipped airplane, the pilot reported the airplane's left wheel contacted soft soil. Directional control of the airplane was lost as it veered left and entered a water filled ditch on the left side of the runway resulting in the airplane nosing over and coming to rest inverted. The airplane's vertical stabilizer and rudder sustained substantial damage. The pilot reported no mechanical malfunctions or failures with the airplane that contributed to the accident.

Probable Cause and Findings

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

The pilot failure to maintain directional control while landing on a wet grass strip.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Wet surface - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	66, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 23, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 27, 2022
Flight Time:	7520 hours (Total, all aircraft), 1100 hours (Total, this make and model), 7520 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N768WM
Model/Series:	E75	Aircraft Category:	Airplane
Year of Manufacture:	1942	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	75-7394
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 3, 2023 Condition	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5899.5 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	C91A installed, not activated	Engine Model/Series:	R985-14B
Registered Owner:	TAILWINDS AIR INC	Rated Power:	450 Horsepower
Operator:	TAILWINDS AIR INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KOPL, 76 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	06:10 Local	Direction from Accident Site:	9°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.91 inches Hg	Temperature/Dew Point:	22°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sunset, LA (51LS)	Type of Flight Plan Filed:	None
Destination:	Sunset, LA (51LS)	Type of Clearance:	None
Departure Time:	05:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	RON 5LA9	Runway Surface Type:	Grass/turf
Airport Elevation:	55 ft msl	Runway Surface Condition:	Wet
Runway Used:	18/36	IFR Approach:	None
Runway Length/Width:	2600 ft / 80 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:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.44,-92.12(est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Paul Marks; FAA FSDO; Baton Rouge, LA
Original Publish Date:	July 25, 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=194419

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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](#).