



# **Aviation Investigation Final Report**

Location: Erwinna, Pennsylvania Accident Number: ERA23LA381

Date & Time: September 19, 2023, 13:15 Local Registration: N46Y

Aircraft: Boeing B75 Aircraft Damage: Substantial

**Defining Event:** Loss of control in flight **Injuries:** 2 None

Flight Conducted Under: Part 91: General aviation - Personal

### **Analysis**

The pilot was attempting to take off in a right crosswind and had the right aileron fully deflected during the takeoff roll. As the tail-wheel equipped airplane became airborne, a wind gust pushed the airplane to the left side of the runway toward a tree line. The pilot attempted to turn the airplane back into the wind, but the lower left wing contacted a tree limb. The airplane descended into trees resulting in substantial damage to the rudder and both lower wings. The pilot reported there were no mechanical failures or malfunctions of the airplane 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 control of the airplane while taking off in a crosswind.

#### **Findings**

Personnel issues Aircraft control - Pilot

Environmental issues Crosswind - Response/compensation

# **Factual Information**

# History of Flight

Takeoff	Loss of control in flight (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)

#### **Pilot Information**

Certificate:	Private	Age:	73,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 4, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 16, 2023
Flight Time:	2404 hours (Total, all aircraft), 2048 hours (Total, this make and model), 2395 hours (Pilot In Command, all aircraft), 57 hours (Last 90 days, all aircraft), 41 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

# Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N46Y
Model/Series:	B75	Aircraft Category:	Airplane
Year of Manufacture:	1941	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	75-1377
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 6, 2023 Annual	Certified Max Gross Wt.:	2756 lbs
Time Since Last Inspection:	68 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6249 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, not activated	Engine Model/Series:	R680-17
Registered Owner:	MARTY QUENTIN G	Rated Power:	225 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

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Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDYL,395 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	12:54 Local	Direction from Accident Site:	187°
<b>Lowest Cloud Condition:</b>		Visibility	10 miles
Lowest Ceiling:	Broken / 4400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Erwinna, PA	Type of Flight Plan Filed:	None
Destination:	Erwinna, PA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

# **Airport Information**

Airport:	VANSANT 9N1	Runway Surface Type:	Grass/turf
Airport Elevation:	390 ft msl	<b>Runway Surface Condition:</b>	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3058 ft / 120 ft	VFR Approach/Landing:	None

# **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:	40.48427,-75.099616

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#### **Administrative Information**

Investigator In Charge (IIC):	Read, Leah
Additional Participating Persons:	Michael Reichert; FAA/FSDO; Allentown, PA
Original Publish Date:	November 9, 2023
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=193158
Investigation Class: Note:	The NTSB did not travel to the scene of this accident.

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.

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