



Aviation Investigation Final Report

Location:	Colorado Springs, Colorado	Accident Number:	CEN23LA235
Date & Time:	June 9, 2023, 12:03 Local	Registration:	N16JV
Aircraft:	North American T-6G	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During landing, the tailwheel equipped airplane drifted left of the runway centerline. The pilot applied right rudder and began transitioning the tail down when the airplane began a ground loop to the right. The airplane exited the runway, which resulted in separation of the left main landing gear and substantial damage to the left wing and aileron. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. The pilot noted that there were thunderstorms in the vicinity of the airport at the time of the accident. He added that a better understanding of wind shear may have assisted in preventing the loss of control.

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

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	48,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 11, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 12, 2022
Flight Time:	(Estimated) 346 hours (Total, all aircraft), 41 hours (Total, this make and model), 158 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	North American	Registration:	N16JV
Model/Series:	T-6G	Aircraft Category:	Airplane
Year of Manufacture:	1949	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	49-3155
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 12, 2022 Annual	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	9157 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R-1340-AN-1
Registered Owner:	Greatest Generation Naval Museum	Rated Power:	600 Horsepower
Operator:	Greatest Generation Naval Museum	Operating Certificate(s) Held:	None
Operator Does Business As:	N/A	Operator Designator Code:	N/A

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCOS, 6182 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	12:42 Local	Direction from Accident Site:	96°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / Convective
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / Moderate
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	24°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Colorado Springs, CO (COS)	Type of Flight Plan Filed:	None
Destination:	Colorado Springs, CO	Type of Clearance:	VFR
Departure Time:	10:55 Local	Type of Airspace:	Class C

Airport Information

Airport:	CITY OF COLORADO SPRINGS MUNI COS	Runway Surface Type:	Asphalt
Airport Elevation:	6187 ft msl	Runway Surface Condition:	Dry
Runway Used:	17R	IFR Approach:	None
Runway Length/Width:	11022 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.811336,-104.71548(est)

Administrative Information

Investigator In Charge (IIC):	Galbraith, Damian
Additional Participating Persons:	Derek Smith; FAA; Denver, CO
Original Publish Date:	August 31, 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=192344

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](#).