



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Hertford, North Carolina	Accident Number:	CEN23LA300
Date & Time:	July 12, 2023, 08:45 Local	Registration:	N827JA
Aircraft:	Acrosport II	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during the landing roll, the airplane drifted to the right and exited the runway. Upon exiting the runway, the right wing contacted soybean plants, the airplane ground looped and the left wing impacted the ground, which resulted in substantial damage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with 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 directional control during landing, which resulted in a runway excursion and subsequent impact with vegetation.

Findings

Environmental issues	(general) - Effect on personnel
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

Pilot Information

Certificate:	Private	Age:	67,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	5-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:	September 13, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 21, 2023
Flight Time:	2050 hours (Total, all aircraft), 707 hours (Total, this make and model), 2006 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Acroport	Registration:	N827JA
Model/Series:	II	Aircraft Category:	Airplane
Year of Manufacture:	2006	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	827
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 10, 2023 Condition	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	0.7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	707.4 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-H2AD
Registered Owner:	ANDRE JOHN D	Rated Power:	160 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:	KECG, 6 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	08:54 Local	Direction from Accident Site:	63°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	27°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KCPK, VA (kcpk)	Type of Flight Plan Filed:	None
Destination:	Hertford, NC	Type of Clearance:	None
Departure Time:	08:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	Abe Godfrey PRIVATE PVT	Runway Surface Type:	Grass/turf
Airport Elevation:	15 ft msl	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	2200 ft / 60 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:	36.205278,-76.311389(est)

Administrative Information

Investigator In Charge (IIC):	Brown, Zane
Additional Participating Persons:	Timothy R McQuain; FAA Flight Standards; Greensboro, NC
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.nts.gov/Docket?ProjectID=192617

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](#).