



Aviation Investigation Final Report

Location:	Schell City, Missouri	Accident Number:	CEN24LA225
Date & Time:	June 15, 2024, 12:25 Local	Registration:	N82SC
Aircraft:	ROBERT L STATON JAVRON INC PA-18 REP	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Business		

Analysis

The front seat pilot reported that he flew a stable approach with the airplane configured with one notch of wing flaps for landing on runway 18 at the destination airport. He applied control input to compensate for a crosswind, and the airplane touched down on the left main landing gear wheel followed by the right main landing gear wheel and tailwheel. During the landing rollout and at an airplane speed of about 15-18 mph, a gust of wind swung the airplane's tail to the right. The pilot reacted but quickly ran out of rudder authority and the airplane ground looped. The right main landing gear collapsed, and the airplane right wing impacted the runway resulting in substantial damage to the right wing and right aileron. The pilot reported that there were no mechanical malfunction/failures with the airplane that would have precluded normal operation.

The pilot stated that while standing on the runway, the winds were gusting from 120°.

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 that resulted in a ground loop and impact with the runway surface.

Findings

Aircraft	Directional control - Not attained/maintained
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Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor; Private	Age:	71,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	February 27, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 26, 2023
Flight Time:	1233 hours (Total, all aircraft), 20 hours (Total, this make and model), 1063 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Private	Age:	39,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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	April 20, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 7, 2023
Flight Time:	187 hours (Total, all aircraft), 69 hours (Total, this make and model), 11 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBERT L STATON	Registration:	N82SC
Model/Series:	JAVRON INC PA-18 REP	Aircraft Category:	Airplane
Year of Manufacture:	2021	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	JA1812128
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 24, 2024 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	269 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	Titan OX-370-JFD7T8
Registered Owner:	On file	Rated Power:	185 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:	IXD,1061 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:32 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 2800 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	31°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mexico, MO (MYJ)	Type of Flight Plan Filed:	None
Destination:	Schell City, MO	Type of Clearance:	VFR
Departure Time:	10:34 Local	Type of Airspace:	Class D

Airport Information

Airport:	New Century AirCenter Airport IXD	Runway Surface Type:	Asphalt
Airport Elevation:	1087 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	7339 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38,-94(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Tom Davis; Federal Aviation Administration, Kansas City FSDO; Kansas City, MO
Original Publish Date:	August 1, 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=194482

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](#).