



Aviation Investigation Final Report

Location:	Red Lodge, Montana	Accident Number:	WPR23LA284
Date & Time:	July 22, 2023, 10:00 Local	Registration:	N53132
Aircraft:	Boeing A75N1	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	N/A
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, while landing a tailwheel airplane, a gust of wind pushed the tail to the right. The pilot attempted to correct with rudder and differential braking; however, the airplane ground looped to the left and veered off the left side of the runway impacting a fence and substantially damaging the left wings. The pilot reported that there were no preimpact 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 loss of directional control during landing with wind gusts, which resulted in a ground loop and collision with a fence.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Ability to respond/compensate
Environmental issues	Fence/fence post - Contributed to outcome

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Airline transport	Age:	57,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	June 5, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 30, 2022
Flight Time:	(Estimated) 19200 hours (Total, all aircraft), 105 hours (Total, this make and model), 8195 hours (Pilot In Command, all aircraft), 201 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Front
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N53132
Model/Series:	A75N1	Aircraft Category:	Airplane
Year of Manufacture:	1942	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	75-2923
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 19, 2022 Annual	Certified Max Gross Wt.:	3510 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2693.4 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	C91A installed, not activated	Engine Model/Series:	R-985
Registered Owner:	On file	Rated Power:	450 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:	KPOY, 5092 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	10:35 Local	Direction from Accident Site:	134°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	27°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Red Lodge, MT (KRED)	Type of Flight Plan Filed:	None
Destination:	Red Lodge, MT	Type of Clearance:	None
Departure Time:	09:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	RED LODGE RED	Runway Surface Type:	Grass/turf
Airport Elevation:	5762 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	45.184833,-109.25771

Administrative Information

Investigator In Charge (IIC):	Johnson, Scott
Additional Participating Persons:	Casey Stevens; Federal Aviation Administration; Helena, MT
Original Publish Date:	November 2, 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=192717

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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](#).