



Aviation Investigation Final Report

Location:	Evansville, Indiana	Accident Number:	CEN23LA156
Date & Time:	April 13, 2023, 10:45 UTC	Registration:	N50142
Aircraft:	Boeing A75N1(PT17)	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while performing a three-point landing on runway 18, during the roll out the airplane veered left, exited the runway to the left, and ground looped in the counter-clockwise direction. During the ground loop, the right wing struck the ground and the airplane came to rest upright on the main landing gear. The right aileron sustained substantial damage. After the accident sequence the pilot noted that the tailwheel lock was not fully in the locked position. The pilot was able to taxi the airplane to parking without further incident. 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 engage the tailwheel lock before landing which resulted in the loss of control and ground loop.

Findings

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

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	73, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	BasicMed None	Last FAA Medical Exam:	January 3, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 28, 2022
Flight Time:	5070 hours (Total, all aircraft), 18 hours (Total, this make and model), 5062 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N50142
Model/Series:	A75N1(PT17)	Aircraft Category:	Airplane
Year of Manufacture:	1940	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	75-962
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 3, 2022 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	10.7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2682.2 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	W670-6N
Registered Owner:	EVANSVILLE P-47 FOUNDATION INC	Rated Power:	220 Horsepower
Operator:	EVANSVILLE P-47 FOUNDATION INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KEVV,388 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:54 Local	Direction from Accident Site:	88°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Evansville, IN (3EV)	Type of Flight Plan Filed:	None
Destination:	Evansville, IN (EEV)	Type of Clearance:	Unknown
Departure Time:	10:33 Local	Type of Airspace:	Unknown

Airport Information

Airport:	EVANSVILLE RGNL EVV	Runway Surface Type:	Asphalt
Airport Elevation:	421 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	6286 ft / 150 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:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.043708,-87.534187

Administrative Information

Investigator In Charge (IIC): Bowling, David

Additional Participating Persons: Drew Holmes ; FAA ; Indianapolis , IN

Original Publish Date: June 6, 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=107054>

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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](#).