



Aviation Investigation Final Report

Location:	Anchorage, Alaska	Accident Number:	ANC23LA043
Date & Time:	June 17, 2023, 16:25 Local	Registration:	N5075T
Aircraft:	BUCK/CRAWFORD/CRAWFORD CHRISTAVIA MK-1	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that he was conducting tailwheel training in a tailwheel-equipped airplane. During takeoff with a left crosswind, the instructor prompted the pilot receiving training to focus on keeping left aileron control input to compensate for the crosswind during departure. During the takeoff roll the flight instructor realized the airplane had drifted to the right side of the runway. He took control of the airplane, banked the airplane left, and added left rudder, and the left wing struck a runway light, resulting in substantial damage to the wing and aileron. The flight instructor reported that there were no preaccident mechanical malfunctions or anomalies 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 instructor pilot's failure to maintain directional control of the airplane during takeoff, which resulted in a wing impacting a runway light.

Findings

Personnel issues	Aircraft control - Instructor/check pilot
Aircraft	Crosswind correction - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
---------	--

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	56,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:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 24, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 1, 2021
Flight Time:	1096 hours (Total, all aircraft), 14 hours (Total, this make and model), 1043 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Commercial; Military	Age:	31,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter; Powered-lift	Restraint Used:	3-point
Instrument Rating(s):	Airplane; Powered-lift	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	July 3, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 26, 2022
Flight Time:	473 hours (Total, all aircraft), 2 hours (Total, this make and model), 11 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BUCK/CRAWFORD/CRAWFORD	Registration:	N5075T
Model/Series:	CHRISTAVIA MK-1	Aircraft Category:	Airplane
Year of Manufacture:	1993	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	237
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 24, 2023 Condition	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	903 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, not activated	Engine Model/Series:	O-290 SERIES
Registered Owner:	On file	Rated Power:	150 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:	PALH, 82 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	183°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	16°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK	Type of Flight Plan Filed:	None
Destination:	Chugiak, AK (PABV)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D; FAR 93

Airport Information

Airport:	Lake Hood Airport LHD	Runway Surface Type:	Gravel
Airport Elevation:	79 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	2200 ft / 75 ft	VFR Approach/Landing:	None

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:	61.185664,-149.96435(est)

Administrative Information

Investigator In Charge (IIC): Ward, Mark

Additional Participating Persons: Toni Toth; FAA

Original Publish Date: October 26, 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=192408>

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](#).