



Aviation Investigation Final Report

Location:	Cedar Key, Florida	Accident Number:	ERA23LA187
Date & Time:	April 7, 2023, 17:30 Local	Registration:	N8DU
Aircraft:	LEWIS/URMSTON RV 4 200	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he entered the traffic pattern at the destination airport and conducted a “stabilized” approach until just prior to touchdown, when the airplane experienced “mechanical turbulence which destabilized the approach.” The pilot initiated a go-around when a wind gust “lifted the right wing.” The airplane departed the left side of the runway and struck trees 100 ft left of the landing surface. The pilot reported there were no preaccident mechanical malfunctions or failures 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 inadequate compensation for gusting wind conditions while landing, which resulted in a loss of directional control.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Response/compensation

Factual Information

History of Flight

Approach-VFR go-around	Loss of control in flight (Defining event)
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Pilot Information

Certificate:	Private	Age:	28,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	March 20, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 502 hours (Total, all aircraft), 188 hours (Total, this make and model), 458 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 3.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LEWIS/URMSTON	Registration:	N8DU
Model/Series:	RV 4 200	Aircraft Category:	Airplane
Year of Manufacture:	1989	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1960
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 6, 2022 Condition	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	785 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-A1B6
Registered Owner:	TINGSTROM GRANT	Rated Power:	200 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:	CTY,42 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	17:55 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 9000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	28°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Orlando, FL (ORL)	Type of Flight Plan Filed:	None
Destination:	Cedar Key, FL	Type of Clearance:	VFR;None
Departure Time:	16:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	GEORGE T LEWIS CDK	Runway Surface Type:	Asphalt
Airport Elevation:	11 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	2355 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	29.134222,-83.050472(est)

Administrative Information

Investigator In Charge (IIC):	Rayner, Brian
Additional Participating Persons:	Scott Kuhns; FAA FSDO; Orlando, FL
Original Publish Date:	August 10, 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=107029

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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](#).