



Aviation Investigation Final Report

Location:	Fairfield, Utah	Accident Number:	WPR24LA026
Date & Time:	October 13, 2023, 15:00 Local	Registration:	N866SA
Aircraft:	ZLIN AVIATION SRO SAVAGE	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that he was distracted by a sick passenger during the landing. The pilot subsequently lost control of the airplane on the landing rollout, and the airplane ground looped. The airplane sustained substantial damage to the left wing and aileron. 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 maintain airplane control during the landing, which resulted in a ground loop.

Findings

Personnel issues	Task monitoring/vigilance - Pilot
Aircraft	Airspeed - Not attained/maintained
Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

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

Certificate:	Airline transport; Commercial; Flight instructor; Private	Age:	29,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:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	September 6, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 10, 2022
Flight Time:	3089 hours (Total, all aircraft), 120 hours (Total, this make and model), 1551 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1.3 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Rear
Other Aircraft Rating(s):	Restraint Used: 3-point
Instrument Rating(s):	Second Pilot Present: No
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:	ZLIN AVIATION SRO	Registration:	N866SA
Model/Series:	SAVAGE	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	Yes
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	0130
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 24, 2022 Annual	Certified Max Gross Wt.:	1235 lbs
Time Since Last Inspection:	855 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	at time of accident	Engine Manufacturer:	Rotax
ELT:	C91A installed, not activated	Engine Model/Series:	912ULS
Registered Owner:	On file	Rated Power:	100 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:	KPVU, 4497 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	95°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	Unknown / Unknown
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	14°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brigham City, UT (KBMC)	Type of Flight Plan Filed:	None
Destination:	Fairfield, UT	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	WEST DESERT AIRPARK UT9	Runway Surface Type:	Asphalt
Airport Elevation:	4890 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2600 ft / 24 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.243268,-112.09205(est)

Administrative Information

Investigator In Charge (IIC):	Rho, Paul
Additional Participating Persons:	Andy Grover; Federal Aviation Administration; Salt Lake, UT
Original Publish Date:	June 6, 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=193341

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](#).