



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Porterville, California	Accident Number:	GAA18CA523
Date & Time:	September 1, 2018, 09:10 Local	Registration:	N575DG
Aircraft:	Eggleston Daniel S-18 THORP	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during takeoff, he advanced the throttle to full power, maintained the runway centerline, and began to raise the tail. He added that, about 60 mph, the airplane suddenly turned left. He applied full right rudder to no avail. Subsequently, the airplane continued to veer left, exited the runway into plowed dirt, and nosed over.

The airplane sustained substantial damage to the fuselage and vertical stabilizer.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system at the airport reported that, about the time of the accident, the wind was variable at 3 knots. The pilot was departing from runway 30.

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 directional control during the takeoff roll.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Rough terrain - Contributed to outcome

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Attempted remediation/recovery
Takeoff	Runway excursion
Takeoff	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	45,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	May 16, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 28, 2017
Flight Time:	(Estimated) 209 hours (Total, all aircraft), 12 hours (Total, this make and model), 160 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Eggleston Daniel	Registration:	N575DG
Model/Series:	S-18 THORP	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	218
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 21, 2018 Condition	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	348.4 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2D
Registered Owner:		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:	KPTV, 442 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:56 Local	Direction from Accident Site:	265°
Lowest Cloud Condition:	Clear	Visibility	8 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:	29.89 inches Hg	Temperature/Dew Point:	24°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Woodlake, CA (042)	Type of Flight Plan Filed:	None
Destination:	Porterville, CA (PTV)	Type of Clearance:	None
Departure Time:	08:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	PORTERVILLE MUNI PTV	Runway Surface Type:	Asphalt
Airport Elevation:	443 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	5960 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	36.029445,-119.056388(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Bjorn R Beijens; FAA; Fresno, CA
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98226

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).