



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Heber City, Utah	Accident Number:	GAA18CA566
Date & Time:	September 24, 2018, 09:45 Local	Registration:	N823HE
Aircraft:	Vans RV-14	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot in the experimental, amateur-built, tailwheel-equipped airplane reported that, during the landing roll, when the tailwheel touched down, the airplane veered right. He increased the engine power to increase the airflow around the rudder, but the airplane then veered left and exited the left side of the runway. With full throttle applied and full flaps and unaware of the airspeed, the pilot initiated a climb. However, the left main landing gear struck a taxiway sign, and the airplane became airborne. The pilot reduced the throttle to idle, and the airplane touched down on the grass safety area and stopped.

The airplane sustained substantial damage to the left main landing gear attachment points.

The pilot reported that there were no 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 loss of directional control during the landing roll and his subsequent attempted go-around.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Sign/marker - Contributed to outcome

Factual Information

History of Flight

Landing-aborted after touchdown	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Attempted remediation/recovery
Landing-aborted after touchdown	Runway excursion
Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	51, Male
Airplane Rating(s):	Single-engine land; Multi-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):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	August 14, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 16000 hours (Total, all aircraft), 17 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 133 hours (Last 90 days, all aircraft), 48 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Vans	Registration:	N823HE
Model/Series:	RV-14 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	2016	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	140082
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 15, 2017 Condition	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	138 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91A installed	Engine Model/Series:	YIO 390 EXP10
Registered Owner:		Rated Power:	210 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:	K36U, 5637 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	303°
Lowest Cloud Condition:	Few / 12000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	14°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Heber City, UT (HCR)	Type of Flight Plan Filed:	None
Destination:	Heber City, UT (HCR)	Type of Clearance:	None
Departure Time:	09:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Heber City Muni - Russ Mcdonal HCR	Runway Surface Type:	Asphalt
Airport Elevation:	5636 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	6898 ft / 75 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.481945,-111.428886(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Jon A Hanson; FAA; Salt Lake City, UT
Original Publish Date:	September 26, 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=98344

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](#).