



# Aviation Investigation Final Report

<b>Location:</b>	CORSICANA, Texas	<b>Accident Number:</b>	GAA18CA403
<b>Date &amp; Time:</b>	July 7, 2018, 11:00 Local	<b>Registration:</b>	N314CT
<b>Aircraft:</b>	Rockwell 114	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, while practicing a soft-field takeoff in light wind conditions, as the nosewheel lifted off the runway, he released the aft pressure on the yoke. The airplane "found" ground effect, and "all felt normal." The airplane then began to drift left, so he applied right rudder, but the rudder input had little effect. The landing gear was not yet retracted, so he landed the airplane on the grass off the end of the runway. During the ground roll, the left wing hit a tree and went through a barbed wire fence.

The airplane sustained substantial damage to the left wing.

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 from 100° at 5 knots. The pilot departed from runway 32.

## 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 the runway heading during a soft-field takeoff with a tailwind, which resulted in a rejected takeoff.

## Findings

<b>Aircraft</b>	Heading/course - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Tree(s) - Effect on equipment
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Environmental issues</b>	Fence/fence post - Contributed to outcome
<b>Environmental issues</b>	Tree(s) - Contributed to outcome

## Factual Information

### History of Flight

<b>Takeoff</b>	Loss of control in flight (Defining event)
<b>Takeoff-rejected takeoff</b>	Runway excursion
<b>Landing</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 23, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 20, 2018
<b>Flight Time:</b>	(Estimated) 1228 hours (Total, all aircraft), 707 hours (Total, this make and model), 1220 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Rockwell	<b>Registration:</b>	N314CT
<b>Model/Series:</b>	114 Undesignat	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1976	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	14120
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 26, 2017 Annual	<b>Certified Max Gross Wt.:</b>	3140 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4044 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540-T4B5D
<b>Registered Owner:</b>		<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KCRS, 448 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	320°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	100°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.15 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 23°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Arlington, TX (GKY)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	CORSICANA, TX (CRS)	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	09:55 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	C DAVID CAMPBELL FIELD-CORSICA CRS	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	448 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5004 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop; Precautionary landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.028888, -96.396942(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Steve Spratt; FAA; Irving , TX
<b>Original Publish Date:</b>	March 18, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97716">https://data.nts.gov/Docket?ProjectID=97716</a>

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