



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Vashon, Washington                   | <b>Accident Number:</b> | GAA18CA290  |
| <b>Date &amp; Time:</b>        | May 19, 2018, 20:00 Local            | <b>Registration:</b>    | N1423P      |
| <b>Aircraft:</b>               | Piper PA 14                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Loss of control on ground            | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

According to the pilot in the tailwheel-equipped airplane, his right foot inadvertently applied pressure to both rudder pedals during the takeoff roll. The airplane exited the left side of the runway, and the left wing struck a tree. The airplane ground looped to the left, and the right wingtip struck the ground.

The airplane sustained substantial damage to the right wing, elevator, and rudder.

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 failure to maintain directional control of the airplane during the takeoff roll due to his right foot inadvertently applying pressure to both rudder pedals.

## Findings

|                         |   |
|-------------------------|---|
| <b>Personnel issues</b> | Aircraft control - Pilot                            |
| <b>Aircraft</b>         | Rudder control system - Unintentional use/operation |
| <b>Aircraft</b>         | Directional control - Not attained/maintained       |

## Factual Information

### History of Flight

|         |  |
|---------|--|
| Takeoff | Miscellaneous/other                        |
| Takeoff | Loss of control on ground (Defining event) |
| Takeoff | Runway excursion                           |
| Takeoff | Collision with terr/obj (non-CFIT)         |

### Pilot Information

|                           |  |                                   |              |
|---------------------------|--|-----------------------------------|--------------|
| Certificate:              | Private  | Age:                              | 72,Male      |
| Airplane Rating(s):       | Single-engine land   | Seat Occupied:                    | Left         |
| Other Aircraft Rating(s): | Glider   | Restraint Used:                   | 4-point      |
| Instrument Rating(s):     | None   | Second Pilot Present:             | No           |
| Instructor Rating(s):     | None   | Toxicology Performed:             | No           |
| Medical Certification:    | Class 3 With waivers/limitations   | Last FAA Medical Exam:            | May 25, 2016 |
| Occupational Pilot:       | No   | Last Flight Review or Equivalent: | May 12, 2016 |
| Flight Time:              | (Estimated) 868.2 hours (Total, all aircraft), 167 hours (Total, this make and model), 868.2 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 18.5 hours (Last 30 days, all aircraft), 2.2 hours (Last 24 hours, all aircraft) |                                   |              |

## Aircraft and Owner/Operator Information

|                                      |   |                                       |                 |
|--------------------------------------|---|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Piper   | <b>Registration:</b>                  | N1423P          |
| <b>Model/Series:</b>                 | PA 14 NO SERIES                                       | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          | 1948  | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal  | <b>Serial Number:</b>                 | 1423            |
| <b>Landing Gear Type:</b>            | Tailwheel   | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | May 1, 2018 Annual                                    | <b>Certified Max Gross Wt.:</b>       | 1935 lbs        |
| <b>Time Since Last Inspection:</b>   |   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | as of last inspection                                 | <b>Engine Manufacturer:</b>           | Lycoming        |
| <b>ELT:</b>                          | C126 installed, activated, aided in locating accident | <b>Engine Model/Series:</b>           | O-320-A2B       |
| <b>Registered Owner:</b>             |   | <b>Rated Power:</b>                   | 150 Horsepower  |
| <b>Operator:</b>                     |   | <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>                  | Night            |
| <b>Observation Facility, Elevation:</b> | KSEA, 434 ft msl                 | <b>Distance from Accident Site:</b>         | 7 Nautical Miles |
| <b>Observation Time:</b>                | 02:53 Local                      | <b>Direction from Accident Site:</b>        | 97°              |
| <b>Lowest Cloud Condition:</b>          |                                  | <b>Visibility</b>                           | 10 miles         |
| <b>Lowest Ceiling:</b>                  | Broken / 3500 ft AGL             | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | 5 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | / None           |
| <b>Wind Direction:</b>                  | 270°                             | <b>Turbulence Severity Forecast/Actual:</b> | / N/A            |
| <b>Altimeter Setting:</b>               | 29.95 inches Hg                  | <b>Temperature/Dew Point:</b>               | 18°C / 16°C      |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                  |
| <b>Departure Point:</b>                 | Vashon, WA (2S1 )                | <b>Type of Flight Plan Filed:</b>           | VFR              |
| <b>Destination:</b>                     | Vashon, WA (2S1 )                | <b>Type of Clearance:</b>                   | None             |
| <b>Departure Time:</b>                  | 20:00 Local                      | <b>Type of Airspace:</b>                    | Class G          |

## Airport Information

|                             |                 |                                  |            |
|-----------------------------|-----------------|----------------------------------|------------|
| <b>Airport:</b>             | VASHON MUNI 2S1 | <b>Runway Surface Type:</b>      | Grass/turf |
| <b>Airport Elevation:</b>   | 316 ft msl      | <b>Runway Surface Condition:</b> | Wet        |
| <b>Runway Used:</b>         | 17              | <b>IFR Approach:</b>             | None       |
| <b>Runway Length/Width:</b> | 2001 ft / 60 ft | <b>VFR Approach/Landing:</b>     | None       |

## Wreckage and Impact Information

|                            |        |                             |                           |
|----------------------------|--------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> | 1 None | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 47.45861,-122.476943(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Hicks, Michael  |
| <b>Additional Participating Persons:</b> | Donald Bacon; FAA; Seattle, WA  |
| <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=97296">https://data.nts.gov/Docket?ProjectID=97296</a> |

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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](#).