



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Anacortes, Washington	<b>Accident Number:</b>	GAA18CA165
<b>Date &amp; Time:</b>	March 9, 2018, 16:00 Local	<b>Registration:</b>	N74445
<b>Aircraft:</b>	Bellanca 1413	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, during a biennial flight review, as the tailwheel touched down on landing, the airplane veered to the right. He added that he was unable to correct quickly enough to prevent the airplane from exiting the runway to the right. The right main landing gear exited the runway, and the airplane ground looped to the right.

The airplane sustained substantial damage to the left 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 directional control during landing.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot



## Factual Information

### History of Flight

<b>Landing</b>	Loss of control on ground (Defining event)
<b>Landing</b>	Runway excursion
<b>Landing</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, 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>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<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>	November 7, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 7, 2017
<b>Flight Time:</b>	(Estimated) 282 hours (Total, all aircraft), 3.5 hours (Total, this make and model), 190 hours (Pilot In Command, all aircraft), 4.5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Flight instructor Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Glider; Helicopter	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Unknown	<b>Last FAA Medical Exam:</b>	February 1, 2018
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	January 1, 2018
<b>Flight Time:</b>	(Estimated)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bellanca	<b>Registration:</b>	N74445
<b>Model/Series:</b>	1413 2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1947	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1558
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 1, 2017 Annual	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2718 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Franklin
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	6A4-150-B3
<b>Registered Owner:</b>		<b>Rated Power:</b>	150 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>	KNUW, 47 ft msl	<b>Distance from Accident Site:</b>	9 Nautical Miles
<b>Observation Time:</b>	23:56 Local	<b>Direction from Accident Site:</b>	181°
<b>Lowest Cloud Condition:</b>	Scattered / 3500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.12 inches Hg	<b>Temperature/Dew Point:</b>	11°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BURLINGTON/MOUNT VERNON, WA (BVS )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Anacortes, WA (74S )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ANACORTES 74S	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	241 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3015 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	3 None	<b>Latitude, Longitude:</b>	48.498611,-122.662498(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	John Osborne; FAA; Seattle, WA
<b>Original Publish Date:</b>	June 14, 2018
<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=96876">https://data.nts.gov/Docket?ProjectID=96876</a>

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](#).