



# Aviation Investigation Final Report

<b>Location:</b>	Escanaba, Michigan	<b>Accident Number:</b>	CEN18LA307
<b>Date &amp; Time:</b>	August 2, 2018, 19:00 Local	<b>Registration:</b>	N142NV
<b>Aircraft:</b>	Gerald Dan Coppock Bade-E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was landing the experimental, amateur-built, tailwheel-equipped airplane on a dry runway. During the rollout, the airplane veered to the left when the tailwheel was lowered to the runway. Both wingtips contacted the runway surface; the airplane ground looped and exited the runway, which resulted in substantial damage to the forward section of the fuselage. Postaccident examination of the airplane revealed that the right steering cable chain was broken and hanging from the tailwheel. It could not be determined if the cable broke before or during the accident sequence.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of control during the landing rollout for reasons that could not be determined based on the available evidence, which resulted in a ground loop and runway excursion.

## Findings

Not determined	(general) - Unknown/Not determined
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## Factual Information

### History of Flight

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

On August 02, 2018, about 1900 eastern daylight time, a Gerald Dan Coppock BABE-E homebuilt experimental airplane, N142NV, registered to the pilot/builder, sustained substantial damage during a runway excursion following a loss of directional control while landing at the Delta County Airport (ESC), Escanaba, Michigan. The pilot was not injured. Visual meteorological conditions prevailed and a flight plan was not filed. The local personal flight was being conducted under the provisions of Title 14 *Federal Code of Regulations* Part 91. The flight originated from ESC about 1830.

According to the pilot, he was landing on runway 01 at ESC and the airplane touched down normally. During the rollout, the airplane veered to the left once the tailwheel contacted the runway. Both wingtips contacted the runway surface and the airplane ground-looped. The forward section of the fuselage was buckled upward and substantially damaged. The airplane came to rest, nose down and the pilot exited the airplane. According to ESC METAR weather, reported winds about the time of the accident were 330 at 5 knots.

Inspection of the airplane after the accident revealed that the right steering cable chain was broken and hanging from the tailwheel. It could not be determined if the cable break was caused prior to or during the accident sequence. NTSB Form 6120 was not received from the pilot for additional information.

### Pilot Information

<b>Certificate:</b>	Sport Pilot	<b>Age:</b>	68,Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Sport pilot None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 1400 hours (Total, all aircraft), 55 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Gerald Dan Coppock	<b>Registration:</b>	N142NV
<b>Model/Series:</b>	Bade-E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2014	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	GDC1
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	August 2, 2017 Condition	<b>Certified Max Gross Wt.:</b>	1150 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	Reciprocating
<b>Airframe Total Time:</b>	55 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	A80
<b>Registered Owner:</b>		<b>Rated Power:</b>	80 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>	ESC,609 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	18:56 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 4000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.98 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 14°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Escanaba, MI (ESC )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Escanaba, MI (ESC )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Delta County Airport ESC	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	609 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	1	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5016 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## 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>	45.722778,-87.093612(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lemishko, Alexander
<b>Additional Participating Persons:</b>	Mike Matthews; FAA FSDO; Grand Rapids, MI
<b>Original Publish Date:</b>	June 3, 2020
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97976">https://data.nts.gov/Docket?ProjectID=97976</a>

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