July 7, 2022

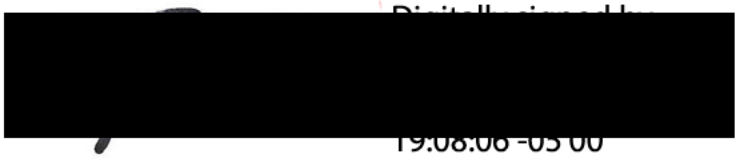
Inspector Statement:

Inspector Spreen interviewed the pilot and investigated the accident aircraft. While attempting landing, the pilot stated that his right foot got stuck between the toe brake on the upper portion of the rudder pedal and the rudder pedal itself. This action caused more pressure on the right rudder pedal creating the left wing to rise, aircraft to swerve to the right into the grass and flipping over. Inspector Spreen noted that the right brake was free and operational. Also noted, the rudder pedals, cables and rudder were inspected and found to have continuity.

Observation: The rudder pedals require foot contact to keep cable tension as this aircraft does not have a positive pressure which would require rudder pedal return springs. To note, this aircraft does not have springs installed to hold forward tension on the pedals and cables.

After an interview with a Pitts specialist, he made notice that this aircraft, N23RS, was modified for advanced aerobatic competition with the addition of a larger rudder. This requires increased rudder movement (throw) and having rudder return springs would interfere causing limited movement of the pedals due to the close proximity of the firewall. The springs would actually wedge between the pedals and firewall.

Note: The pilot owns two (2) Pitts aircraft. N23RS and N117Q. The second aircraft, N117Q, has rudder return springs.



RECORD OF ☐ VISIT ☐ CONFERENCE OR ☑ TELEPHONE CALL	TIME 1030	DATE 07/08/2022

NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION

ROUTING

	SYMBOL	INITIALS
Pilot Interview and Statement		
John Pacourek Comm Cert # [redacted]		
Tel: [redacted] Email: [redacted]		
SUBJECT N23RS Accident Sturgeon bay (KSUE)		

DIGEST

7-1-22 : on accident duty received call from C-ROC of accident. Contacted pilot and sent CB/PBR and obtained initial statement: the pilot stated" I made a normal landing at maybe a little higher than normal speed and during roll out went to apply brakes when my right foot got caught in the rudder pedal causing a severe swerve to the right off the runway - the more I tried to release my foot, the worse it got and i lost control until the aircraft nosed over and flipped on it's back. I was not injured and was able to open the canopy and get out."

7-8-2022: Second Interview - Mr. Pacourek had a similar incident in 2019 - he veered off the left side of the runway at DeKalb Airport - the investigation found the root cause to be Mr. Pacourek's excessive use of brakes and he was counseled as a corrective action. In discussion with Mr. Pacourek, he admitted that he has only flown about 5 hours total in this aircraft in the last 2 years. It was discovered in the investigation that this aircraft does not have rudder pedal tension springs, due to a modified aerobatic rudder being added, thus requiring foot pressure to maintain positive rudder control. When Mr. Pacourek attempted to brake, there was no tension on the pedal and his foot became stuck. This aircraft rudder is larger than standard and thus has more effect. Mr. Pacourek stated" I was slow to react to the aircraft and I know my actions caused the accident. I only have myself to blame" We discussed currency and proficiency, especially with handling characteristics and techniques of this particular aircraft.

Mr. Pacourek has been very forthcoming and cooperative during this investigation..

CONCLUSION, ACTION TAKEN, OR REQUIRED

Root Cause: Pilot Error

Mr. Pacourek has agreed to obtain Additional Training and a Flight Review with an instructor in a Pitts SII aircraft to remediate the cause of this accident.

DATE	TITLE	SIGNATURE
7/10/2022	ASI	[redacted]