



Aviation Investigation Final Report

Location:	Cedar City, Utah	Accident Number:	WPR21LA031
Date & Time:	October 29, 2020, 12:49 Local	Registration:	N768P
Aircraft:	Pearson Starduster	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot of the tailwheel-equipped airplane reported that, shortly after touch down, he lost directional effectiveness and the airplane veered right. The pilot applied full left rudder input, but the airplane exited the runway, and nosed over. The rudder was substantially damaged.

The pilot reported “Maybe” as to if there was a mechanical malfunction with the airplane and stated to “pay attention for seized main wheel bearings. The interconnect spring between the rudder pedals.” The pilot reported to an FAA inspector that he had visually looked at the interconnect spring 3 days before the accident flight and reported no anomalies. The pilot did not respond to further inquiries after the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A loss of directional control for reasons that were not determined due to lack of available evidence.

Findings

Aircraft	Directional control - Not attained/maintained
Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial	Age:	67, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	February 19, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 5507 hours (Total, all aircraft), 49 hours (Total, this make and model), 3736 hours (Pilot In Command, all aircraft), 4815 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Pearson	Registration:	N768P
Model/Series:	Starduster SA-300	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	Yes
Airworthiness Certificate:	Aerobatic	Serial Number:	191
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 4, 2020 Condition	Certified Max Gross Wt.:	1704 lbs
Time Since Last Inspection:	7.6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	440.5 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-435-1
Registered Owner:	On file	Rated Power:	175 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCDC,5618 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	26°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.32 inches Hg	Temperature/Dew Point:	14°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Boulder City, NV (KBVU)	Type of Flight Plan Filed:	VFR
Destination:	Cedar City, UT	Type of Clearance:	VFR
Departure Time:	11:19 Local	Type of Airspace:	Class E

Airport Information

Airport:	Cedar City Regional Airport CDC	Runway Surface Type:	Asphalt
Airport Elevation:	5621 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	4822 ft / 60 ft	VFR Approach/Landing:	Straight-in;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.700972,-113.09886(est)

Administrative Information

Investigator In Charge (IIC): Nepomuceno, Eleazar

Additional Participating Persons:

Original Publish Date: August 20, 2021

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=102217>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).