



Aviation Investigation Final Report

Location:	Eatonville, Washington	Accident Number:	WPR21LA120
Date & Time:	February 27, 2021, 15:15 Local	Registration:	N347JP
Aircraft:	PIGGOTT JOHN H BEARHAWK	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the landing in a tailwheel equipped airplane, it appeared to him that the wind was calm during the approach. Soon after landing, he reported hitting a bump in the runway along with a wind shear resulting in a loss of directional control. Despite the pilot’s control inputs, the airplane exited the runway to the right and ground looped in the runway safety area, coming to rest upright. The left main landing gear collapsed, and the left-wing tip and left aileron were substantially damaged. 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, which resulted in a ground loop.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Windshear - Effect on operation

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Airline transport; Flight engineer	Age:	61, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	June 9, 2020
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 14, 2019
Flight Time:	19566 hours (Total, all aircraft), 96 hours (Total, this make and model), 12285 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	63
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	PIGGOTT JOHN H	Registration:	N347JP
Model/Series:	BEARHAWK	Aircraft Category:	Airplane
Year of Manufacture:	2003	Amateur Built:	Yes
Airworthiness Certificate:	Normal	Serial Number:	347
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	July 17, 2020 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	112 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	138 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C91A installed, not activated	Engine Model/Series:	0-540 SERIES
Registered Owner:	On file	Rated Power:	250 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 15 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:		Temperature/Dew Point:	7.2°C
Precipitation and Obscuration:			
Departure Point:	Yelm, WA (49WA)	Type of Flight Plan Filed:	None
Destination:	Eatonville, WA	Type of Clearance:	None
Departure Time:	14:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	SWANSON 2W3	Runway Surface Type:	Asphalt
Airport Elevation:	843 ft msl	Runway Surface Condition:	Dry
Runway Used:	16/34	IFR Approach:	None
Runway Length/Width:	2990 ft / 36 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	46.870772,-122.25717

Administrative Information

Investigator In Charge (IIC): Swick, Andrew

Additional Participating Persons:

Original Publish Date: September 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.ntsb.gov/Docket?ProjectID=102701>

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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](#).