



# Aviation Investigation Final Report

<b>Location:</b>	Eatonville, Washington	<b>Accident Number:</b>	WPR21LA120
<b>Date &amp; Time:</b>	February 27, 2021, 15:15 Local	<b>Registration:</b>	N347JP
<b>Aircraft:</b>	PIGGOTT JOHN H BEARHAWK	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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



## Factual Information

### History of Flight

<b>Landing</b>	Loss of control on ground (Defining event)
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### Pilot Information

<b>Certificate:</b>	Airline transport; Flight engineer	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 9, 2020
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	December 14, 2019
<b>Flight Time:</b>	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

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

## Aircraft and Owner/Operator Information

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

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	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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