



# Aviation Investigation Final Report

<b>Location:</b>	Hillsboro, Oregon	<b>Accident Number:</b>	WPR21LA276
<b>Date &amp; Time:</b>	July 8, 2021, 18:25 Local	<b>Registration:</b>	N526KP (A1); N808LD (A2)
<b>Aircraft:</b>	PAYNE STEVEN R RV-8 (A1); DAVIDSON LARRY R RV-8 (A2)	<b>Aircraft Damage:</b>	Substantial (A1); Minor (A2)
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	1 None (A1); 1 None (A2)
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal (A1); Part 91: General aviation - Personal (A2)		

## Analysis

The group of 6 airplanes were practicing formation flight for an airshow the following day. The airplanes were to takeoff in three groups of 2-airplane elements. The pilot in the lead airplane in the first group reported that, during taxi to the runway, he had come to a stop at the hold short line. The pilot who was in the second airplane, which was taxiing behind the lead airplane, became distracted with the radios before looking up and seeing that the lead airplane had stopped. The pilot applied excessive braking; however, the tailwheel lifted off the ground. To prevent the propeller from ground impact, he released the brakes and the airplane collided with the lead airplane’s empennage. The lead airplane’s rudder and elevator were substantially damaged. The second airplane received minor damage.

Neither pilot reported that there were any mechanical failures or malfunctions with either 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 second pilot’s diverted attention while taxiing which, resulted in his failure to maintain clearance from another airplane holding short of the runway.

## Findings

<b>Personnel issues (A1)</b>	Monitoring other aircraft - Pilot of other aircraft
<b>Environmental issues (A1)</b>	Aircraft - Contributed to outcome
<b>Personnel issues (A2)</b>	Monitoring other aircraft - Pilot
<b>Environmental issues (A2)</b>	Aircraft - Contributed to outcome

## Factual Information

### History of Flight

<b>Taxi-to runway (A1)</b>	Ground collision (Defining event)
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### Pilot Information (A1)

<b>Certificate:</b>	Private	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	5-point
<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 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	March 12, 2021
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	August 25, 2019
<b>Flight Time:</b>	3695 hours (Total, all aircraft), 2264 hours (Total, this make and model), 3650 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Pilot Information (A2)

<b>Certificate:</b>	Airline transport; Flight engineer; Flight instructor	<b>Age:</b>	74, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed With waivers/limitations	<b>Last FAA Medical Exam:</b>	July 1, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 1, 2021
<b>Flight Time:</b>	(Estimated) 18200 hours (Total, all aircraft), 404 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information (A1)

<b>Aircraft Make:</b>	PAYNE STEVEN R	<b>Registration:</b>	N526KP
<b>Model/Series:</b>	RV-8	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2007	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	None	<b>Serial Number:</b>	81648
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	July 26, 2020 Condition	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	0.5 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2233 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	IO-360-M1B
<b>Registered Owner:</b>	PAYNE STEVEN R	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	PAYNE STEVEN R	<b>Operating Certificate(s) Held:</b>	None

## Aircraft and Owner/Operator Information (A2)

<b>Aircraft Make:</b>	DAVIDSON LARRY R	<b>Registration:</b>	N808LD
<b>Model/Series:</b>	RV-8	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2011	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Unknown	<b>Serial Number:</b>	82693
<b>Landing Gear Type:</b>		<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	AEROSPORT
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO375
<b>Registered Owner:</b>	MOREY RICHARD J	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	MOREY RICHARD J	<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>	KHIO,204 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	00:53 Local	<b>Direction from Accident Site:</b>	135°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.02 inches Hg	<b>Temperature/Dew Point:</b>	14°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Hillsboro, OR (A1); Hillsboro, OR (A2)	<b>Type of Flight Plan Filed:</b>	VFR (A1); VFR (A2)
<b>Destination:</b>	Hillsboro, OR (A1); Hillsboro, OR (A2)	<b>Type of Clearance:</b>	None (A1); None (A2)
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	PORTLAND-HILLSBORO HIO	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	207 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	13R/31L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6600 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information (A1)

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	45.5442,-122.95356(est)

## Wreckage and Impact Information (A2)

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	45.5442,-122.95356(est)

## Administrative Information

**Investigator In Charge (IIC):** Swick, Andrew

**Additional Participating Persons:**

**Original Publish Date:** October 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=103503>

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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](#).