



Aviation Investigation Final Report

Location:	ATLANTA, Georgia	Accident Number:	ERA21LA365
Date & Time:	September 12, 2021, 20:05 Local	Registration:	N798RT
Aircraft:	Vans VANS RV-8	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during landing rollout, the airplane began to veer to the left and he attempted to counter with a right rudder input. He stated that the rudder pedals seemed jammed, and the airplane continued to veer to the left side of the runway. He quickly applied right brake, but it was not enough, and the airplane departed the runway and entered a marshy area, which resulted in substantial damage to the vertical stabilizer and fuselage. The pilot reported no mechanical malfunctions or anomalies prior to the accident.

During a telephone interview, the pilot stated that his passenger was experienced a leg cramp and was depressed the left rudder pedal during the landing roll. A statement received from the passenger confirmed the leg cramp.

Probable Cause and Findings

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

A loss of directional control and subsequent runway excursion resulting as a result of the inadvertent rudder input by the passenger.

Findings

Personnel issues

Unnecessary action - Passenger

Factual Information

History of Flight

Landing-landing roll	Runway excursion (Defining event)
-----------------------------	-----------------------------------

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	64, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	February 12, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 12, 2021
Flight Time:	(Estimated) 21669 hours (Total, all aircraft), 563 hours (Total, this make and model), 14973 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	5-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Vans	Registration:	N798RT
Model/Series:	VANS RV-8 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2011	Amateur Built:	Yes
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	83105
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 15, 2021 Continuous airworthiness	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	569.5 Hrs at time of accident	Engine Manufacturer:	Aero Sport Power
ELT:	C91 installed, not activated	Engine Model/Series:	IO-375-B1B
Registered Owner:	A-Mark Air, Inc.	Rated Power:	203 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	KFFC, 808 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Few / 3500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	27°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Foley, AL (5R4)	Type of Flight Plan Filed:	None
Destination:	Atlanta, GA (FFC)	Type of Clearance:	None
Departure Time:	17:11 Local	Type of Airspace:	Class G

Airport Information

Airport:	Atlanta Regional Airport-Falcon Field FFC	Runway Surface Type:	Asphalt
Airport Elevation:	807 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	ILS;RNAV
Runway Length/Width:	5768 ft / 100 ft	VFR Approach/Landing:	Straight-in;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:	33.357722,-84.572528(est)

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Danny Cox; FAA/FSDO; Atlanta, GA
Original Publish Date:	May 25, 2022
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=103889

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).