



Aviation Investigation Final Report

Location:	Sequim, Washington	Accident Number:	WPR12CA388
Date & Time:	September 2, 2012, 13:01 Local	Registration:	N347JP
Aircraft:	PIGGOTT JOHN H BEARHAWK	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot, who was also the builder and owner of the experimental amateur-built, tailwheel-equipped high-wing airplane, took off from his home airport, made one landing there, and then took off again to conduct some cruise performance evaluations. He then conducted one landing and takeoff at a second airport, and then practiced several takeoffs and landings at a third airport. After that, he returned for landing on runway 27 at his home airport. The pilot reported that the approach was normal, but the air was "a bit bumpy." The pilot said that during the flare, the airplane got a "little sideways," and the left wingtip contacted the runway. Despite the pilot's efforts to correct the situation, the airplane veered to the right and nosed over onto its back on the grass beside the runway. The airplane sustained substantial damage to the propeller, vertical stabilizer, and rudder. The pilot did not report any mechanical malfunctions of the airplane which 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 student pilot's failure to maintain directional control on landing.

Findings

Personnel issues	Aircraft control - Student/instructed pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control in flight (Defining event)
Landing-flare/touchdown	Attempted remediation/recovery
Landing-flare/touchdown	Dragged wing/rotor/float/other
Landing-landing roll	Abnormal runway contact
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Student	Age:	55, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 10, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	42 hours (Total, all aircraft), 32 hours (Total, this make and model), 10 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIGGOTT JOHN H	Registration:	N347JP
Model/Series:	BEARHAWK	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	347
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 17, 2011 Condition	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	78 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-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:	KCLM	Distance from Accident Site:	13 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.19 inches Hg	Temperature/Dew Point:	18°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Port Angeles, WA (CLM)	Type of Flight Plan Filed:	Unknown
Destination:	Sequim, WA (W28)	Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	

Airport Information

Airport:	Sequim Valley Airport W28	Runway Surface Type:	Asphalt
Airport Elevation:	144 ft msl	Runway Surface Condition:	Dry
Runway Used:	27L	IFR Approach:	None
Runway Length/Width:	3510 ft / 40 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	48.098056,-123.186943(est)

Administrative Information

Investigator In Charge (IIC):	Huhn, Michael
Additional Participating Persons:	Pat Paden; FAA FSDO; Seattle, WA
Original Publish Date:	December 11, 2012
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=84888

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