



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| 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

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

Factual Information

History of Flight

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| 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

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| 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

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|--------------------------------------|--|---------------------------------------|-----------------|
| 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

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| 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

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|-----------------------------|---------------------------|----------------------------------|-----------------|
| 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

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|----------------------------|---------|-----------------------------|----------------------------|
| 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

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| 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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