



Aviation Investigation Final Report

Location:	Cedar City, Utah	Accident Number:	GAA17CA217
Date & Time:	April 5, 2017, 11:30 Local	Registration:	N81173
Aircraft:	Funk B85C	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, during the takeoff roll, the airplane started to veer left. As he recovered, the airplane "violently" turned to the right and exited the runway. He reduced the engine power, and the airplane nosed over.

The airplane sustained substantial damage to the left-wing lift strut and empennage.

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 of the airplane during the takeoff roll.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Attempted remediation/recovery
Takeoff	Runway excursion
Takeoff	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	84, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot Without waivers/limitations	Last FAA Medical Exam:	January 20, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 21, 2016
Flight Time:	(Estimated) 281 hours (Total, all aircraft), 175 hours (Total, this make and model), 281 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Funk	Registration:	N81173
Model/Series:	B85C	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	303
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 15, 2016 Annual	Certified Max Gross Wt.:	850 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2754.1 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200-A-38
Registered Owner:	On file	Rated Power:	100 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:	KCDC, 5618 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	24°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.26 inches Hg	Temperature/Dew Point:	9°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cedar City, UT (CDC)	Type of Flight Plan Filed:	VFR
Destination:	Cedar City, UT (CDC)	Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	CEDAR CITY RGNL CDC	Runway Surface Type:	Asphalt
Airport Elevation:	5621 ft msl	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	8650 ft / 150 ft	VFR Approach/Landing:	None

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:	37.701946,-113.098052(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Stan A Ritter; FAA; Salt Lake City, UT
Original Publish Date:	June 20, 2017
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=94966

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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](#).