



# Aviation Investigation Final Report

<b>Location:</b>	Winston Salem, North Carolina	<b>Accident Number:</b>	GAA19CA235
<b>Date &amp; Time:</b>	April 27, 2019, 16:30 Local	<b>Registration:</b>	N19RG
<b>Aircraft:</b>	Bakeng BAKENG DEUCE	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the tailwheel-equipped airplane reported that, after a three-point landing, during the landing roll, the airplane veered right and ground looped, and the right wing impacted the ground.

The airplane sustained substantial damage to the right wing.

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 during landing, which resulted in a ground loop.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
<b>Landing</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	October 16, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 16, 2019
<b>Flight Time:</b>	(Estimated) 20000 hours (Total, all aircraft), 8 hours (Total, this make and model), 18000 hours (Pilot In Command, all aircraft), 720 hours (Last 90 days, all aircraft), 240 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bakeng	<b>Registration:</b>	N19RG
<b>Model/Series:</b>	BAKENG DEUCE No Series	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2014	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	1017
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 18, 2018 Condition	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	76 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	O-320-D2J
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	On file	<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>	Night
<b>Observation Facility, Elevation:</b>	KINT,970 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	00:54 Local	<b>Direction from Accident Site:</b>	353°
<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>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.88 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Shelby, NC (EHO )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Winston Salem, NC (INT )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Smith Reynolds INT	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	969 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3938 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	36.133609,-80.221946(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nepomuceno, Eleazar
<b>Additional Participating Persons:</b>	Larry Brown; FSDO; Greensboro, NC
<b>Original Publish Date:</b>	March 3, 2020
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=99354">https://data.ntsb.gov/Docket?ProjectID=99354</a>

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