



National Transportation Safety Board Aviation Accident Final Report

Location:	Monroe, WA	Accident Number:	WPR15CA053
Date & Time:	12/03/2014, 1530 PST	Registration:	N265EP
Aircraft:	STAFFORD WAYNE H GLASTAR	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that the airplane landed on centerline, immediately pulled to the left, and quickly left the runway. It continued until encountering a swampy area at which time the nose wheel dug in, and the airplane nosed over. The left wing strut and wing sustained substantial damage. The pilot reported no preimpact mechanical malfunctions or failures 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 the landing roll, which resulted in a runway excursion and encounter with terrain.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Incorrect action performance - Pilot (Cause)
Environmental issues	Wet/muddy terrain - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event) Runway excursion
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Pilot Information

Certificate:	Private	Age:	66
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	08/21/2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	10/24/2014
Flight Time:	312 hours (Total, all aircraft), 13 hours (Total, this make and model), 238 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	STAFFORD WAYNE H	Registration:	N265EP
Model/Series:	GLASTAR NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	5608
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	10/11/2014, Conditional	Certified Max Gross Wt.:	1960 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	19 Hours	Engine Manufacturer:	Subaru
ELT:	Not installed	Engine Model/Series:	EJ25
Registered Owner:	STAFFORD WAYNE H	Rated Power:	165 hp
Operator:	STAFFORD WAYNE H	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KPAE	Observation Time:	1453 PDT
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	4° C / -2° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	4 knots, 350°	Visibility (RVR):	
Altimeter Setting:	29.78 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Monroe, WA (W16)	Type of Flight Plan Filed:	None
Destination:	Monroe, WA (W16)	Type of Clearance:	None
Departure Time:	1500 PST	Type of Airspace:	

Airport Information

Airport:	Monroe (W16)	Runway Surface Type:	Asphalt
Airport Elevation:	50 ft	Runway Surface Condition:	Wet
Runway Used:	07	IFR Approach:	None
Runway Length/Width:	2087 ft / 34 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	Howard D Plagens	Adopted Date:	01/22/2015
Additional Participating Persons:	Joe DiMarco; FAA; Seattle, WA		
Publish Date:	01/22/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90457		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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