



National Transportation Safety Board Aviation Accident Final Report

Location:	Truckee, CA	Accident Number:	GAA15CA244
Date & Time:	09/01/2015, 0953 PDT	Registration:	N786AB
Aircraft:	JOE SALOMONE SUPER CUB SQ2	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot of the tailwheel equipped, tandem cockpit airplane, who was sitting in the rear seat, reported that during the takeoff roll, the airplane veered off the left side of the runway and ground looped. The airplane sustained substantial damage to the right wing.

The pilot reported no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

The pilot reported that he did not have any experience piloting a tailwheel equipped airplane from the rear seat and he could not see the instruments with the passenger seated in the front seat.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of directional control during the takeoff roll, which resulted in a runway excursion, ground loop, and impact with terrain. Contributing to the accident was the pilot's lack of experience from the back seat.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause) Total experience in position - Pilot (Factor)

Factual Information

History of Flight

Takeoff	Runway excursion Loss of control on ground (Defining event) Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Commercial	Age:	45
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last Medical Exam:	06/15/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	11/19/2013
Flight Time:	(Estimated) 5600 hours (Total, all aircraft), 700 hours (Total, this make and model), 5400 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Pilot-Rated Passenger Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	47
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 3	Last Medical Exam:	07/07/2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	0 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	JOE SALOMONE	Registration:	N786AB
Model/Series:	SUPER CUB SQ2 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	TCQ1211086
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/04/2015, Conditional	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	147 Hours	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO-360
Registered Owner:	On file	Rated Power:	200 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KTRK, 5900 ft msl	Observation Time:	1655 UTC
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	317°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	15° C / 0° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	30.13 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Truckee, CA (TRK)	Type of Flight Plan Filed:	None
Destination:	Truckee, CA (TRK)	Type of Clearance:	None
Departure Time:	0953 PDT	Type of Airspace:	Class G

Airport Information

Airport:	TRUCKEE-TAHOE (TRK)	Runway Surface Type:	Asphalt
Airport Elevation:	5901 ft	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	7000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC):	Bradley M Bigelow	Adopted Date:	10/08/2015
Additional Participating Persons:	Lee A Oscar; Federal Aviation Administration; Reno, NV		
Publish Date:	10/08/2015		
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=91901		

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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