



National Transportation Safety Board Aviation Accident Final Report

Location:	Hurricane, UT	Accident Number:	GAA17CA073
Date & Time:	11/10/2016, 1600 MST	Registration:	N1028Q
Aircraft:	CARTER RICHARD L BUDDY BABY LAKES	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot of the tailwheel equipped biplane reported that during the takeoff sequence of a touch-and-go landing he decided to try a 2-point takeoff. He further reported that he was aware of the left turning tendency when raising the tail, however the "left turning factor happened much faster than [he] anticipated"; he was unable to recover with full right rudder inputs and the biplane veered to the left off the runway. During the runway excursion, the pilot brought the throttle to idle and the biplane impacted tumbleweeds.

The biplane sustained substantial damage to both right wings.

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

Federal Aviation Administration's Airplane Flying Handbook, FAA-H-8083-3B (2016), contains a section titled "Normal Takeoff Roll" for tailwheel airplanes which states:

It is important to note that nose-down pitch movement produces left yaw, the result of gyroscopic precession created by the propeller. The amount of force created by this precession is directly related to the rate the propeller axis is tilted when the tail is raised, so it is best to avoid an abrupt pitch change. Whether smooth or abrupt, the need to react to this yaw with rudder inputs emphasizes the increased directional demands common to tailwheel airplanes, a demand likely to be unanticipated by pilots transitioning from nosewheel models.

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 takeoff, which resulted in a runway excursion.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause) Recent experience - Pilot
Environmental issues	Object/animal/substance - Effect on operation

Factual Information

History of Flight

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

Certificate:	Airline Transport	Age:	69, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	11/23/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	11/18/2015
Flight Time:	(Estimated) 3169 hours (Total, all aircraft), 4 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CARTER RICHARD L	Registration:	N1028Q
Model/Series:	BUDDY BABY LAKES NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2006	Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	1001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	AMA/EXPR
ELT:		Engine Model/Series:	UNKNOWN ENG
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KSGU, 2936 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	2255 UTC	Direction from Accident Site:	261°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	24° C / 1° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hurricane, UT (1L8)	Type of Flight Plan Filed:	None
Destination:	Hurricane, UT (1L8)	Type of Clearance:	None
Departure Time:	1600 MST	Type of Airspace:	Class G

Airport Information

Airport:	GENERAL DICK STOUT FIELD (1L8)	Runway Surface Type:	Asphalt
Airport Elevation:	3350 ft	Runway Surface Condition:	Dry
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	3282 ft / 40 ft	VFR Approach/Landing:	None

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	Latitude, Longitude:	37.137500, -113.306944 (est)

Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Report Date:	01/18/2017
Additional Participating Persons:	Kevin Harvey; FAA; Salt Lake City, UT		
Publish Date:	01/09/2017		
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=94409		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).