



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Roopville, GA	<b>Accident Number:</b>	GAA17CA085
<b>Date &amp; Time:</b>	11/22/2016, 1755 EST	<b>Registration:</b>	N880KM
<b>Aircraft:</b>	HUNDLEY MICHAEL J VANS RV8	<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		

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## Analysis

The pilot of the tailwheel equipped airplane reported that during the 3-point landing, the airplane drifted to the left and he applied right correction. He further reported that he "obviously over corrected" because the airplane went to the right and he was unable to correct with left rudder and brake. The airplane exited the runway and impacted trees.

The airplane sustained substantial damage to both wings and the fuselage.

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

The pilot reported as a safety recommendation that he should have conducted a wheel landing to provide more directional control during the landing roll.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's overcorrection with the right rudder during the landing roll, which resulted in a loss of directional control and a runway excursion.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause) Use of equip/system - Pilot (Cause)
<b>Environmental issues</b>	Tree(s) - Contributed to outcome

## Factual Information

### History of Flight

Landing-landing roll	Loss of control on ground (Defining event) Attempted remediation/recovery Runway excursion Collision with terr/obj (non-CFIT)
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### Pilot Information

Certificate:	Airline Transport	Age:	64, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	Balloon; Glider	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	03/18/2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	04/24/2015
Flight Time:	(Estimated) 13310 hours (Total, all aircraft), 341 hours (Total, this make and model), 13000 hours (Pilot In Command, all aircraft), 60.7 hours (Last 90 days, all aircraft), 24.8 hours (Last 30 days, all aircraft), 1.5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	HUNDLEY MICHAEL J	Registration:	N880KM
Model/Series:	VANS RV8 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	2010	Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	82670
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/23/2016, Annual	Certified Max Gross Wt.:	1900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	288.8 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	XO-360-A1A-RT
Registered Owner:	EXA LLC	Rated Power:	180 hp
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:	KCTJ, 1162 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	2255 UTC	Direction from Accident Site:	3°
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:	30.25 inches Hg	Temperature/Dew Point:	13° C / -4° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COLUMBIA, SC (CAE)	Type of Flight Plan Filed:	IFR
Destination:	Roopville, GA (8GA1)	Type of Clearance:	IFR
Departure Time:	1600 EST	Type of Airspace:	Class G

## Airport Information

Airport:	GUM CREEK (8GA1)	Runway Surface Type:	Dirt; Grass/turf
Airport Elevation:	1070 ft	Runway Surface Condition:	Dry
Runway Used:	06	IFR Approach:	None
Runway Length/Width:	2350 ft / 65 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## 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	Latitude, Longitude:	33.421389, -85.161389 (est)

## Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Report Date:	02/06/2017
Additional Participating Persons:	John Spears; FAA; Atlanta, GA		
Publish Date:	02/06/2017		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94452">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94452</a>		

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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](#).