



### INSPECTOR STATEMENT

On September 10, 2009 I traveled to Downtown Airport in Vineland, N.J. to inspect a Piper aircraft model PA-12, registration # N7556H. This aircraft ground looped (Loss of control) while landing at the South Jersey Regional airport in New Jersey.

At the time I inspected the Aircraft the RH main gear leg was removed due to damage suffered from the ground loop. The intent of my inspection was to try and determine if a mechanical fault could be found with an aircraft system that could have contributed to the loss of control of the aircraft upon landing.

A complete inspection of the RH main landing gear brake system could not be performed as the brake line was damaged from the incident and no longer connected to the airframe. I examined the brake parts that were attached to this landing gear and found the parts could be moved freely when light pressure was applied with a screw driver.

Inspection of the LH brake system was performed and all mechanical linkages were found to be normal. However a complete function test of the brake system on the LH side could not be performed as hydraulic system was comprised from the incident.

During inspection of the tail wheel assembly (Maule model) it was noted that the self centering mechanism was very weak and would allow the tail wheel to break out of the center position easily.

Edward D. Coudon  
Aviation safety inspector  
AEA\_FSDO\_17



### **INSPECTOR STATEMENT**

**On September 22, 2009, I received a phone call from Richard Miller who was a passenger in a Piper PA-12, N7556H on 08/18/2009 when the aircraft ground looped on landing at the South Jersey regional airport in New Jersey.**

**Mr. Miller stated that he was a passenger in the rear seat of the aircraft and that his feet and hands were free of the controls during the landing.**

**Edward D. Coudon  
Aviation Safety Inspector  
AEA-FSDO-17**

# **PROGRAM TRACKING AND REPORTING SUBSYSTEM DATA SHEET** (One PTRS Record Required for Each Unit of Work as defined in the PPM)

**SECTION I - Transmittal**

Inspector Name Code: EDC

Record ID: EA17201001781	Activity Number: 3702	FAR: 91
NPG:	Status (POC): C	Callup Date:
Start Date: 10/30/2009	Results (ACEFISTX): C	Closed Date: 11/10/2009
Designator:	Affiliated Designator:	OTNA:
Aircraft Reg #:	Loc/Departure Point: 28N	Loc/Arrival Point#:
Flight #:	Complaint #:	Occurrence #:
Make-Model-Series:	Incident #:	
Simulator/Device ID:	EIR #:	
Non-Cert Activity Name/Company:	Accident #: 2009-A-014	
Airman Cert #:	Name:	
Examiner Cert #:	Name:	
Applicant Cert #:	Name:	
Rec Instructor Cert #:	Name:	
Pass/Fail:	Exam Kind:	8430-13 #:
Tracking:	Miscellaneous:	Numeric Misc.:
Local Use:	Regional Use:	National Use:
Activity Time:	Assessment: 0.0	Travel Cost:
Triggers	Activity Number:	Repeat Number:
		Geographic? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
		Foreign? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

**SECTION II - Personnel (unlimited)**

Personnel Name	Position	Base	Remarks (23 Characters)

**SECTION III - Equipment (unlimited)**

Manufacturer	Model	Serial #	Remarks (23 Characters)

**SECTION IV - COMMENT (unlimited)**

Primary Area	Key Word	Opinion Code	Comment Text (unlimited length)
G	819	I	THIS IS A FOLLOW UP TO PTRS #EA17200906667, DATED 09/10/2009.
			ON 10/30/2009 AN ADDITIONAL INSPECTION OF THE BRAKING SYSTEM AND LANDING
			GEAR WAS ACCOMPLISHED ON PIPER PA-12, N7556H. THIS AIRCRAFT WAS DAMAGED
			DURING A GROUND LOOP ACCIDENT ON 8/18/ 2009.
			DURING THE INSPECTION PERFORMED ON 10/30/09 IT WAS ESTABLISHED THAT THE LEFT
			HAND MAIN GEAR BRAKING SYSTEM WAS OPERATIONAL. THE RH LANDING GEAR WAS

Date: \_\_\_\_\_ Originator: \_\_\_\_\_ Office: \_\_\_\_\_  
 Inspector Signature: \_\_\_\_\_ Supervisor Initials: \_\_\_\_\_

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Section IV - Comment (cont'd)				
Primary Area	Key Word	Opinion Code	Comment Text	
G	819	I	<p>REMOVED FROM THE AIRCRAFT AS THIS WAS DAMAGED DURING THE ACCIDENT AS PREVIOUSLY NOTED. THE MECHANICAL PARTS OF THE RH LANDING GEAR BRAKE, CALIPERS AND DISK APPEARED TO BE MECHANICALLY SOUND.</p> <p>INSPECTION OF THE TAIL WHEEL ASSEMBLY CONFIRMED THE CENTERING MECHANISM IS VERY WEAK AND WOULD ALLOW THE THE TAIL WHEEL TO TO BREAK OUT OF THE CENTER POSITION EASILY.</p>	