



Aviation Investigation Final Report

Location:	Petaluma, California	Accident Number:	WPR21LA167
Date & Time:	March 27, 2021, 16:10 Local	Registration:	N712YP
Aircraft:	AMERICAN LEGEND AIRCRAFT CO AL3	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 airplane reported that, during landing, she experienced a wind gust and the airplane veered to the left and ground looped. The wings and lift struts were substantially damaged. The pilot reported that there were no preaccident 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 while landing in gusting wind conditions, which resulted in a ground loop.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Gusts - Effect on equipment

Factual Information

History of Flight

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

Certificate:	Commercial	Age:	66,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	February 4, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 14, 2020
Flight Time:	(Estimated) 2047 hours (Total, all aircraft), 109 hours (Total, this make and model), 2047 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AMERICAN LEGEND AIRCRAFT CO	Registration:	N712YP
Model/Series:	AL3	Aircraft Category:	Airplane
Year of Manufacture:	2010	Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	AL-1158
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 23, 2020 Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	641 Hrs	Engine Manufacturer:	Continental
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	O-200
Registered Owner:	NAPA TAILDRAGGERS INC	Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KO69	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 13 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	-5.6°C / -15°C
Precipitation and Obscuration:			
Departure Point:	Napa, CA (APC)	Type of Flight Plan Filed:	None
Destination:	Petaluma, CA	Type of Clearance:	VFR;None
Departure Time:	15:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	PETALUMA MUNI 069	Runway Surface Type:	Asphalt
Airport Elevation:	90 ft msl	Runway Surface Condition:	Dry
Runway Used:	11/29	IFR Approach:	None
Runway Length/Width:	3600 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.257793,-122.60532(est)

Administrative Information

Investigator In Charge (IIC):	Nixon, Albert
Additional Participating Persons:	Kenneth Greenwell; FAA; Alameda, CA
Original Publish Date:	September 20, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=102956

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).