



# Aviation Investigation Final Report

<b>Location:</b>	PORTLAND, Indiana	<b>Accident Number:</b>	CHI96LA299
<b>Date &amp; Time:</b>	August 15, 1996, 21:00 Local	<b>Registration:</b>	N2309A
<b>Aircraft:</b>	Piper PA-22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he flew a normal approach to touchdown. He reported that the aircraft started to ground loop when the tail wheel contacted the runway. The aircraft veered to the right and went off the runway. The left main gear collapsed and the left wing struck the ground.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the aircraft ground looped when the pilot lost control of the aircraft during landing.

### Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

#### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD

## Factual Information

On August 15, 1996, at 2100 eastern daylight time, a Piper PA-22, N2309A, was substantially damaged when the pilot lost control of the aircraft during landing. The private pilot and two passengers reported no injuries. The 14 CFR Part 91 flight had departed Belvidere Airport, Belvidere, Illinois, en route to Portland, Indiana. Visual meteorological conditions prevailed and no flight plan had been filed.

The pilot reported that he flew a normal approach to touchdown. He reported that the aircraft started to ground loop when the tail wheel contacted the runway. The aircraft veered to the right and went off the runway. The left main gear collapsed and the left wing struck the ground.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 30, 1996
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	600 hours (Total, all aircraft), 400 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N2309A
<b>Model/Series:</b>	PA-22 PA-22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-698
<b>Landing Gear Type:</b>		<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 20, 1995 Annual	<b>Certified Max Gross Wt.:</b>	1850 lbs
<b>Time Since Last Inspection:</b>	25 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3140 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-290-D2
<b>Registered Owner:</b>	MICHAEL J. BEHREND	<b>Rated Power:</b>	135 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	FWA ,900 ft msl	<b>Distance from Accident Site:</b>	55 Nautical Miles
<b>Observation Time:</b>	20:56 Local	<b>Direction from Accident Site:</b>	355°
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	20°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BELVIDERE , IL (C77 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(PLD )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	PORTLAND MUNICIPAL PLD	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	926 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	9	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	40.429832,-84.980697(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Silliman, James
<b>Additional Participating Persons:</b>	JIM STANLEY; INDIANAPOLIS , IN
<b>Original Publish Date:</b>	February 18, 1997
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=10364">https://data.nts.gov/Docket?ProjectID=10364</a>

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