



Aviation Investigation Final Report

Location:	POINT LOOKOUT, Missouri	Accident Number:	CHI98LA093
Date & Time:	February 9, 1998, 11:30 Local	Registration:	N1958P
Aircraft:	Piper PA-22-160	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot landed the airplane on runway 11. Directional control was lost and the airplane ground looped. The pilot stated that he had experienced a tendency for the airplane to track to the left on rollout in the past and had mentioned to a mechanic. The wind recorded at the airport 10 minutes after the accident were 120 degrees at 9 knots. An examination of the airplane after the accident failed to reveal any mechanical anomalies which might have contributed to a left turning tendency.

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 on landing rollout.

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

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

Factual Information

On February 9, 1998, at 1130 central standard time, a Piper PA-22-160, N1958P, sustained substantial damage when it ground looped while landing on runway 11 (3,539' x 100' dry asphalt) at M. Graham Clark Airport, near Point Lookout, Missouri. The pilot said that the airplane started to turn left and he corrected to the right, but the airplane ground looped. The pilot and three passengers reported no injuries. The personal 14 CFR Part 91 flight was operating in visual meteorological conditions. No flight plan was on file. The flight departed Jacksonville, Texas, at 0905.

The pilot indicated in his written statement that he had previously experienced the airplane turning to the left on rollout and had reported it to a mechanic. After the accident an examination of the airplane failed to reveal any anomalies which might contribute to a left turning tendency.

Ten minutes after the accident a weather observation at the airport indicated a wind of 120 degrees at 9 knots. The airplane was landed on runway 11.

Pilot Information

Certificate:	Airline transport; Flight engineer; Flight instructor	Age:	67, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 24, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	22651 hours (Total, all aircraft), 55 hours (Total, this make and model), 73 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1958P
Model/Series:	PA-22-160 PA-22-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-6008
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	August 20, 1997 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2999 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-B2B
Registered Owner:	ROBERT B HELLAMS	Rated Power:	160 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PLK ,938 ft msl	Distance from Accident Site:	
Observation Time:	11:40 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	JACKSONVILLE , TX (JSO)	Type of Flight Plan Filed:	None
Destination:	(PLK)	Type of Clearance:	None
Departure Time:	09:05 Local	Type of Airspace:	Class G

Airport Information

Airport:	M GRAHAM CLARK PLK	Runway Surface Type:	Asphalt
Airport Elevation:	938 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	3739 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Wilson, Stephen
Additional Participating Persons:	ROMAN A BUETTNER; KANSAS CITY , MO
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=10829

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