



Aviation Investigation Final Report

Location:	New Roads, Louisiana	Accident Number:	FTW92LA043
Date & Time:	December 7, 1991, 16:45 Local	Registration:	N3746A
Aircraft:	PIPER PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

DURING LANDING THE STUDENT PILOT DEVELOPED A LEFT DRIFT WHICH EVOLVED INTO A GROUND LOOP. THE TAILWHEEL IMPACTED A DRAINAGE DITCH AND MUDDY TERRAIN OFF THE LEFT SIDE OF THE RUNWAY. ON PREVIOUS FLIGHTS, THE INSTRUCTOR HAD FLOWN FROM THE LEFT SEAT BECAUSE THE AIRPLANE DID NOT HAVE BRAKE PEDALS INSTALLED FOR THE RIGHT SEAT. DUE TO DEMONSTRATED COMPETENCY BY THE STUDENT, THE CFI HAD ELECTED TO OCCUPY THE RIGHT SEAT DURING THE ACCIDENT FLIGHT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S LOSS OF DIRECTIONAL CONTROL AND THE RESULTANT GROUND LOOP. FACTORS WERE THE CFI'S LACK OF SUPERVISION AND THE DITCH ADJACENT TO THE RUNWAY.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. (C) GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
3. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Commercial	Age:	60, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 26, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6213 hours (Total, all aircraft), 13 hours (Total, this make and model), 4834 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3746A
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22-1989
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-290
Registered Owner:	ROBERT M. BROOKS	Rated Power:	135 Horsepower
Operator:	ROBERT M. BROOKS	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	FALSE RIVER AIR PARK LA30	Runway Surface Type:	Asphalt
Airport Elevation:	39 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	4999 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.711719,-91.480471(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Joyce
Additional Participating Persons:	W. SMITH; BATON ROUGE , LA
Original Publish Date:	April 8, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18423

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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](#).