



Aviation Investigation Final Report

Location:	WALNUT RIDGE, Arkansas	Accident Number:	FTW92LA161
Date & Time:	June 14, 1992, 16:00 Local	Registration:	N3711P
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS PERFORMING STOP AND GO LANDINGS ON THE CONCRETE RUNWAY WITH HIS TAIL WHEEL AIRPLANE. A WHEEL LANDING WAS ACCOMPLISHED ON THE EIGHTH LANDING. AS THE AIRPLANE DECELERATED TO APPROXIMATELY 15 MPH THE TAIL WHEEL WAS LOWERED. THE AIRPLANE VEERED TO THE RIGHT. THE PILOT ATTEMPTED TO CORRECT THE TURN BY APPLYING LEFT BRAKE AND RUDDER. THE AIRPLANE CONTINUED THE GROUND LOOP AND THE LEFT MAIN GEAR COLLAPSED ALLOWING THE PROPELLER AND LEFT WING TO IMPACT THE TERRAIN. THE PILOT HAD RECENTLY PURCHASED THE AIRPLANE AND REPORTED A TOTAL OF TWO HOURS IN THE MODEL. HE STATED TO THE FAA INSPECTOR THAT HE NORMALLY FLEW TRICYCLE GEAR AIRCRAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADVERTENT GROUND LOOP. A FACTOR WAS THE PILOTS TOTAL LACK OF EXPERIENCE IN TYPE AIRPLANE.

Findings

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

Findings

1. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 24, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	250 hours (Total, all aircraft), 2 hours (Total, this make and model), 225 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3711P
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-3429
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 11, 1992 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3145 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A1A
Registered Owner:	GILMORE, GARLAND W.	Rated Power:	150 Horsepower
Operator:	GILMORE, GARLAND W.	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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(ARG)	Type of Flight Plan Filed:	None
Destination:	(ARG)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	WALNUT RIDGE REG. ARG	Runway Surface Type:	Concrete
Airport Elevation:	275 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Stop and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.059928,-90.949974(est)

Administrative Information

Investigator In Charge (IIC): Wall, Ray

Additional Participating Persons: BYRON H GLASS; LITTLE ROCK, AR

Original Publish Date: June 30, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=18518>

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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](#).