



Aviation Investigation Final Report

Location:	SULPHER, Louisiana	Accident Number:	FTW87LA001
Date & Time:	October 1, 1986, 19:30 Local	Registration:	N7533Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT LANDED LONG AT A PRIVATE GRASS AIRSTRIP AND DELIBERATELY GROUND LOOPED THE AIRCRAFT TO AVOID OVERRUNNING THE AIRSTRIP INTO A THREE FOOT DITCH. THE NOSE GEAR COLLAPSED DURING THE GROUND LOOP AND THE WINGS AND MAIN GEARS WERE DAMAGED WHEN THE AIRCRAFT SLID SIDWAYS ACROSS A DITCH AT THE END OF THE RUNWAY. THE PILOT REPORTED LITTLE BRAKING ACTION AS THE AIRSTRIP WAS WET FROM RECENT RAINS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 2. (F) BUZZING - EXCEEDED - PILOT IN COMMAND
 3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 5. (C) GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
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Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

6. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL
7. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	47, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	December 28, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10578 hours (Total, all aircraft), 800 hours (Total, this make and model), 800 hours (Pilot In Command, all aircraft), 231 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7533Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-596
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	September 25, 1986 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-B1A
Registered Owner:	BRIAN A. DUNLOP	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:	Dusk
Observation Facility, Elevation:	LCH ,16 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	18:50 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKE CHARLES , LA (LCH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	16 ft msl	Runway Surface Condition:	Wet
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2600 ft	VFR Approach/Landing:	Straight-in

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:	30.210781,-93.199882(est)

Administrative Information

Investigator In Charge (IIC): Strand, S

Additional Participating Persons: EARL MCCARTHY; BATON ROUGE , LA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=22285>

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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](#).