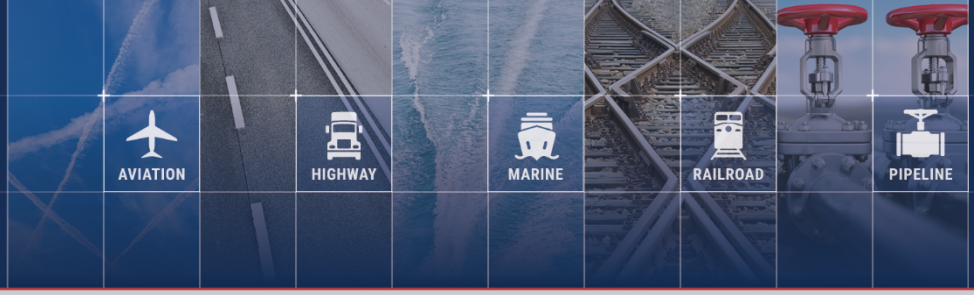

Aviation Investigation Final Report

Location:	KLAMATH FALLS, Oregon	**Accident Number:**	SEA95LA075
Date & Time:	April 2, 1995, 14:45 Local	**Registration:**	N8276C
Aircraft:	PIPER PA-22	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT, DURING TAKEOFF IN A PIPER PA-22 WHICH HAD BEEN CONVERTED TO TAILWHEEL CONFIGURATION, HE WAS HOLDING THE YOKE ALL THE WAY BACK WHILE ADDING POWER. AS THE AIRPLANE'S SPEED INCREASED, THE PILOT MOVED THE YOKE FORWARD TO RAISE THE TAIL. BEFORE THE TAIL ROSE, THE AIRPLANE GROUND LOOPED TO THE LEFT ON THE RUNWAY, CAUSING SUBSTANTIAL DAMAGE. THE PILOT TOLD AN FAA INSPECTOR THAT HE HAD APPLIED FULL RUDDER IN AN ATTEMPT TO PREVENT THE GROUND LOOP.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL DURING TAKEOFF, RESULTING IN A GROUND LOOP.

Findings

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

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

Factual Information

On April 2, 1995, at 1445 hours Pacific daylight time, N8276C, a Piper PA-22 airplane with a tailwheel conversion, ground looped on takeoff in Klamath Falls, Oregon, and was substantially damaged. The private pilot and his three passengers were not injured. Visual meteorological conditions prevailed and a flight plan had been filed. The personal flight was conducted under 14 CFR 91.

According to an FAA aviation safety inspector from Hillsboro, Oregon, the pilot stated that he held the control yoke all the way back while adding power for takeoff from runway 13 at the Klamath Falls International Airport. As the speed of the airplane increased, the pilot moved the yoke forward to raise the tail. Before the tail rose, the airplane ground looped to the left. The pilot also stated that he applied full rudder and no brakes in an attempt to prevent the ground loop. The left side of the fuselage and firewall structure were bent. An examination of the airplane by the FAA inspector did not reveal evidence of preimpact mechanical malfunction.

Pilot Information

Certificate:	Private	**Age:**	56,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:**	August 5, 1993
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	906 hours (Total, all aircraft), 135 hours (Total, this make and model), 803 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	**Registration:**	N8276C
Model/Series:	PA-22 PA-22	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	22-2352
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	March 1, 1995 Annual	**Certified Max Gross Wt.:**	1950 lbs
Time Since Last Inspection:	21 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	4042 Hrs	**Engine Manufacturer:**	LYCOMING
ELT:	Installed, not activated	**Engine Model/Series:**	O-290-D2
Registered Owner:	VERSTERATE, DAVID W	**Rated Power:**	135 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:	LMT ,4100 ft msl	**Distance from Accident Site:**	
Observation Time:	14:55 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Scattered / 25000 ft AGL	**Visibility**	30 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	5 knots / 8 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	100°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	3°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		**Type of Flight Plan Filed:**	VFR
Destination:	AUBURN , WA (S50)	**Type of Clearance:**	None
Departure Time:	14:45 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	KLAMATH FALLS INT. LMT	**Runway Surface Type:**	Asphalt
Airport Elevation:	4100 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	14	**IFR Approach:**	None
Runway Length/Width:	10301 ft / 150 ft	**VFR Approach/Landing:**	None

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:**	42.309139,-122.070571(est)

Administrative Information

Investigator In Charge (IIC):	Guzzetti, Jeffrey
Additional Participating Persons:	GORDON READ; HILLSBORO , OR
Original Publish Date:	October 13, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42130