Aviation Investigation Final Report

Location:	CHAMBLEE, Georgia	**Accident Number:**	MIA99LA056
Date & Time:	October 25, 1998, 11:10 Local	**Registration:**	N7357D
Aircraft:	Piper PA-22-150	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During landing, as the tail wheel touched down, the aircraft began to drift to the left. The pilot applied right rudder and then right wheel brake in an attempt to correct the drift. The aircraft then ground looped to the right and the left wing contacted the runway. Postcrash examination of the left wheel brake and tail wheel steering showed no evidence of mechanical failure or malfunction.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive use of right wheel brake to correct for a left drift during landing rollout resulting in a ground loop to the right and the left wing contacting the runway.

Findings

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

Findings
1. (C) BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: DRAGGED WING,ROTOR,POD,FLOAT OR TAIL/SKID
Phase of Operation: LANDING - ROLL

Factual Information

On October 25, 1998, about 1110 eastern standard time, a Piper PA-22-150, N7357D, registered to an individual, ground looped and struck the left wing on the runway, during landing at DeKalb-Peachtree Airport, Chamblee, Georgia, while on a Title 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft received substantial damage and the airline transport-rated pilot and one passenger were not injured. The flight originated from Gainesville, Georgia, the same day, about 1040.

The pilot stated that during landing roll, as the tailwheel touched down, the aircraft began to veer to the left. He applied right rudder and then right wheel brake to control the left drift and the aircraft then ground looped to the right. As the aircraft ground looped, the left wing contacted the runway.

After the accident, examination of the aircraft's left wheel brake and tailwheel by an aircraft mechanic showed no evidence of mechanical failure or malfunction. (See attached letters)

The aircraft was reported to have received minor damage when FAA inspectors spoke with the pilot after the accident. As repairs were being made to the aircraft, the left wing spars were found to be bent. This damage was reported to FAA and NTSB on December 17, 1998.

Pilot Information

Certificate:	Airline transport	**Age:**	34,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):	None	**Toxicology Performed:**	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	March 16, 1998
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	3046 hours (Total, all aircraft), 391 hours (Total, this make and model), 2900 hours (Pilot In Command, all aircraft), 78 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N7357D
Model/Series:	PA-22-150 PA-22-150	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	22-5155
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	March 29, 1998 Annual	**Certified Max Gross Wt.:**	2000 lbs
Time Since Last Inspection:	16 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	1864 Hrs	**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	O-320-A2B
Registered Owner:	NEAL H.FERGUSON	**Rated Power:**	150 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:	PDK ,1002 ft msl	**Distance from Accident Site:**	1 Nautical Miles
Observation Time:	10:53 Local	**Direction from Accident Site:**	200°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	4 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	290°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	24°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GAINESVILLE , GA (GVL)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	10:30 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	PEACHTREE-DEKALB PDK	**Runway Surface Type:**	Concrete
Airport Elevation:	1002 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	2R	**IFR Approach:**	None
Runway Length/Width:	6001 ft / 100 ft	**VFR Approach/Landing:**	Traffic pattern

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:**	33.900089,-84.300857(est)

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	W J SIMPSON; ATLANTA , GA
Original Publish Date:	August 27, 1999
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=45535