



Aviation Investigation Final Report

Location:	ROSE HILL, Texas	Accident Number:	FTW00LA031
Date & Time:	November 11, 1999, 17:30 Local	Registration:	N3311B
Aircraft:	Piper PA-22-135	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was practicing takeoffs and landings on runway 35, and had completed two landings. During the ensuing takeoff roll, the pilot looked down to check the flap position and inadvertently pushed the left rudder pedal. The airplane veered to the left, and the pilot made a correction to the right and 'pulled back on the throttle.' Subsequently, the aircraft 'ground looped' which resulted in the left wing and left elevator contacting the grass runway. The pilot reported that the wind was from 360 degrees at 2-5 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during takeoff roll, which resulted in an inadvertent ground loop.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

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

Factual Information

On November 11, 1999, at 1730 central standard time, a Piper PA-22-135 single-engine airplane, N3311B, owned and operated by the pilot, was substantially damaged during takeoff roll at the May Airport near Rose Hill, Texas. The private pilot, sole occupant, was not injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The flight originated from the Weiser Air Park Airport near Houston, Texas, at 1700.

The pilot reported to the FAA inspector that he was practicing takeoffs and landings on runway 35, and had completed two landings. During the ensuing takeoff roll, he looked down to check the flap position and inadvertently pushed the left rudder pedal. The airplane veered to the left, and he made a correction to the right and "pulled back on the throttle." Subsequently, the aircraft "ground looped," and the left wing and left elevator contacted the grass runway, which resulted in substantial damage.

The pilot reported in the Pilot/Operator Aircraft Accident Report, NTSB Form 6120.1/2, that the wind was from 360 degrees at 2-5 knots.

Pilot Information

Certificate:	Private	Age:	50, 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:	January 21, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	155 hours (Total, all aircraft), 24 hours (Total, this make and model), 97 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3311B
Model/Series:	PA-22-135 PA-22-135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-2126
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	October 21, 1999 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2793 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	JOHN H. RIDDICK JR.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HOUSTON , TX (EYQ)	Type of Flight Plan Filed:	None
Destination:	HOUSTON , TX (T51)	Type of Clearance:	
Departure Time:	17:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	MAY T51	Runway Surface Type:	Grass/turf
Airport Elevation:	166 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	
Runway Length/Width:	3440 ft / 50 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.08926,-95.610198(est)

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	GARY PAYTON; HOUSTON , TX
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=47756

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