



Aviation Investigation Final Report

Location:	KIRKSVILLE, Missouri	Accident Number:	CHI00LA231
Date & Time:	July 31, 2000, 10:30 Local	Registration:	N5590H
Aircraft:	Piper PA-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported, "I think, at touch down, my foot came off the rudder pedal. The ground loop occurred at about 1030-1045."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot failed to maintain directional control during landing.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Factual Information

On July 31, 2000, at 1030 central daylight time, a Piper PA-20, N5590H, was substantially damaged when the airplane ground looped during landing. The 14 CFR Part 91 personal flight had departed Oshkosh, Wisconsin, and was landing on runway 36 at Kirksville Regional Airport (IRK), Kirksville, Missouri, for fuel. The pilot and one passenger were not injured. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot reported, "I think, at touch down, my foot came off the rudder pedal. The ground loop occurred at about 1030-1045."

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 1, 1999
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1292 hours (Total, all aircraft), 356 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5590H
Model/Series:	PA-20 PA-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20-653
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 15, 2000 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2614 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	JAMES H . GARDNER	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:	IRK ,986 ft msl	Distance from Accident Site:	
Observation Time:	09:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	73°C / 66°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OSHKOSH , WI (OSH)	Type of Flight Plan Filed:	None
Destination:	(IRK)	Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	KIRKSVILLE REGIONAL IRK	Runway Surface Type:	Asphalt
Airport Elevation:	986 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Full stop

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:	40.190303,-92.569679(est)

Administrative Information

Investigator In Charge (IIC):	Silliman, Jim
Additional Participating Persons:	ALFRED RAGER; KANSAS CITY , MO
Original Publish Date:	September 26, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49872

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).