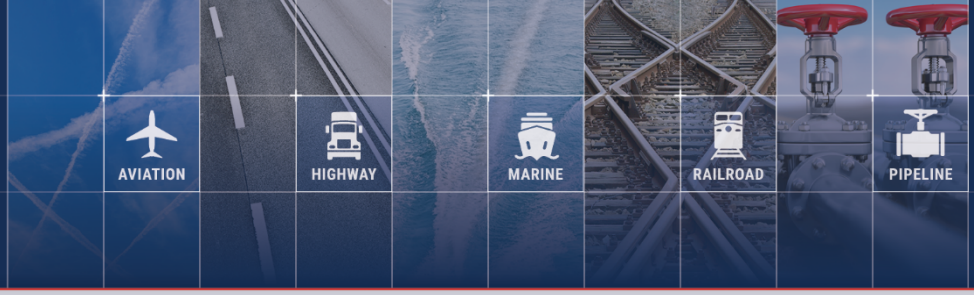

Aviation Investigation Final Report

Location:	MOKULEIA, Hawaii	**Accident Number:**	LAX01LA046
Date & Time:	November 29, 2000, 11:00 Local	**Registration:**	N65071
Aircraft:	Cessna 305A	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The airplane landed with a quartering tailwind and ground looped. The active runway was runway 8, and reported winds were from the southwest at 4 knots. The pilot stated that as the airplane began a turn to the right he added full left rudder and brake. The airplane continued in a right turn, and the left main landing gear broke. The airplane was examined and no evidence of mechanical failure was observed on the landing gear or the brake system.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the existing crosswind condition, which resulted in a loss of directional control and subsequent ground loop.

Findings

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

Findings
1. WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

On November 29, 2000, at 1100 hours Hawaiian standard time, a Cessna 305A, N65071, ground looped on the landing rollout out from runway 8 at the Dillingham Airfield Airport, Mokuleia, Hawaii. The airplane, operated by Honolulu Soaring Club, Inc., under the provisions of 14 CFR Part 91 as a glider towing operation, sustained substantial damage. The airline transport pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed for the positioning flight. No flight plan had been filed.

The Automated Surface Observing System (ASOS) at Dillingham Airfield reported winds at the time of the accident to be from 200 degrees at 4 knots. The operator reported winds from 300 degrees at 3 knots. The pilot reported that the winds were from 280 degrees at 3 knots.

In the pilot's written statement to the Safety Board, he stated that he made a normal landing. Approximately 50 mph, he lowered the tail wheel while maintaining runway heading. On the rollout the airplane made a "moderate" right turn, and the airplane was now heading about 120 degrees. He stated that he applied full left rudder and brake. The airplane stabilized on that heading until his airspeed read about 15 mph. The pilot reported that as the airplane was beginning to ground loop the left main gear broke at the attachment point.

In an interview with a Federal Aviation Administration (FAA) inspector, the pilot stated that he was returning to the airport after towing a glider aloft and landed with a 5-knot right quartering tailwind. On the landing rollout he felt the airplane begin to nose to the right and applied full left rudder; however, he could not stop the turn to the right. The airplane veered off to the right and ground looped. He further stated that there were no mechanical discrepancies noted with the airplane.

The FAA inspector, who conducted the on-scene inspection, reported that no preexisting mechanical anomalies were noted with the landing gear or brakes. He indicated that the pilot might have unknowingly activated the right brake during the accident sequence, which resulted in the skid mark on the runway. The inspector stated that corrosion was not evident, and that the fracture surfaces of the landing gear contained sharp edges and "shear lips." The inspector reported that as the airplane passed through 90 degrees of turn, the rate of turn increased, skipped sideways, and the left main gear failed. The propeller blades contacted the pavement and the airplane fell on it's left side. The inspector also stated that when they arrived on-scene the winds were from the northwest about 5 knots.

Pilot Information

Certificate:	Airline transport	**Age:**	55,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	**Seat Occupied:**	Front
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 2 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	November 1, 2000
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	25000 hours (Total, all aircraft), 40 hours (Total, this make and model), 19700 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N65071
Model/Series:	305A 305A	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	2036
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	June 14, 2000 Annual	**Certified Max Gross Wt.:**	2100 lbs
Time Since Last Inspection:	150 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	3997 Hrs	**Engine Manufacturer:**	Continental
ELT:		**Engine Model/Series:**	O-470-11
Registered Owner:	HONOLULU SOARING CLUB INC.	**Rated Power:**	213 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:	HNL ,14 ft msl	**Distance from Accident Site:**	25 Nautical Miles
Observation Time:	11:53 Local	**Direction from Accident Site:**	120°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	Broken / 3500 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	180°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	79°C / 70°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(HDH)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	VFR
Departure Time:	11:00 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	DILLINGHAM AIRFIELD HDH	**Runway Surface Type:**	Asphalt
Airport Elevation:	14 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	8	**IFR Approach:**	None
Runway Length/Width:	9007 ft / 75 ft	**VFR Approach/Landing:**	Full stop;Traffic pattern

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:**	21.570623,-158.120895(est)

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	DAVE RYON; HONOLULU , HI
Original Publish Date:	January 2, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50709