



Aviation Investigation Final Report

Location:	Clinton, Maryland	Accident Number:	NYC01LA133
Date & Time:	May 27, 2001, 15:30 Local	Registration:	N3341A
Aircraft:	Piper PA-22-135	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During landing rollout, a gust of wind lifted the right wing upward, swerving the airplane to the left. The pilot attempted to correct the situation, but not before the airplane "ground looped." During the ground loop, the landing gear collapsed, causing the right wing to impact the runway and sustain damage. The pilot reported 5 hours of flight experience in tail-wheel airplanes. The winds reported at a nearby airport were from 210 degrees at 13 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 landing rollout. Factors related to the accident were the pilot's lack of experience in tail-wheeled airplanes, and the wind gusts.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Factual Information

On May 27, 2001, about 1530 eastern daylight time, a Piper PA-22-135, N3341A, was substantially damaged while landing at the Washington Executive Airport/Hyde Field, Clinton, Maryland. The certificated private pilot was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the local personal flight conducted under 14 CFR Part 91.

According to the pilot, about 400 feet into his landing rollout on runway 23, a gust of wind lifted the right wing upward, swerving the airplane to the left. The pilot attempted to correct the situation, but not before the airplane "ground looped." During the ground loop, the landing gear collapsed, causing the right wing to impact the runway and sustain damage.

Runway 23 was a 3,000-foot-long, 60-foot-wide asphalt runway.

The pilot reported 5 hours of total flight experience in tail-wheel airplanes.

The wind reported at a nearby airport, at 1555, was from 210 degrees at 13 knots.

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	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:	March 15, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	March 15, 2000
Flight Time:	270 hours (Total, all aircraft), 5 hours (Total, this make and model), 214 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3341A
Model/Series:	PA-22-135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-1507
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	December 12, 2000 Annual	Certified Max Gross Wt.:	1115 lbs
Time Since Last Inspection:	999 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3267 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-290-D2
Registered Owner:	William Judge	Rated Power:	135 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ADW,280 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	15:55 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:		Visibility	7 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.76 inches Hg	Temperature/Dew Point:	23°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Indian Head, MD (2W5)	Type of Flight Plan Filed:	None
Destination:	Clinton, MD (W32)	Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Washington Exec/Hyde Field Apt W32	Runway Surface Type:	Asphalt
Airport Elevation:	250 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	3000 ft / 60 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:	38.760864,-76.889144(est)

Administrative Information

Investigator In Charge (IIC):	Demko, Stephen
Additional Participating Persons:	Mary Pat Baxter; FAA; Baltimore, MD
Original Publish Date:	January 23, 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=52374

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](#).