



# Aviation Investigation Final Report

<b>Location:</b>	Madison, Mississippi	<b>Accident Number:</b>	MIA03CA103
<b>Date &amp; Time:</b>	May 3, 2003, 09:00 UTC	<b>Registration:</b>	N175W
<b>Aircraft:</b>	Piper PA-22-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot stated that he was performing touch-and-go landings, and had performed several with no problem. During his last touch-and-go landing, he said the left wheel came up off the runway, and as it again contacted the runway the airplane veered hard to the left. He said he tried to maintain control of the airplane, but while doing so, the right wheel rim dug into the asphalt further aggravating the ground loop. The airplane's right wing then impacted the runway surface, and its right main landing gear collapsed.

## 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 control during the landing rollout/which resulted in the airplane veering off the runway and incurring damage.

## Findings

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

### Findings

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

## Factual Information

On May 3, 2003, about 0900 central daylight time, a Piper PA-22-150, N175W, registered to and operated by a private individual, as a Title 14 CFR Part 91 personal flight, ground looped during landing at Madison, Mississippi. Visual meteorological conditions prevailed and no flight plan was filed. The private-rated pilot was not injured and the airplane incurred substantial damage. The flight originated the same day, about 0855.

The pilot stated that he was performing touch-and-go landings, and had performed several with no problem. During his last touch-and-go landing, he said the left wheel came up off the runway, and as it again contacted the runway the airplane veered hard to the left. He said he tried to maintain control of the airplane, but while doing so, the right wheel rim dug into the asphalt further aggravating the ground loop. The airplane's right wing then impacted the runway surface, and its right main landing gear collapsed.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	August 15, 2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	152 hours (Total, all aircraft), 0 hours (Total, this make and model), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N175W
<b>Model/Series:</b>	PA-22-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-3910
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	Quiet technologies Inc.	<b>Rated Power:</b>	
<b>Operator:</b>	Anthony G. Hinkle	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	JAN	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	08:55 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Madison, MS (MBO )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(MBO )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:55 Local	<b>Type of Airspace:</b>	Class E

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.441665,-90.10083

## Administrative Information

**Investigator In Charge (IIC):** Lovell, John

**Additional Participating Persons:**

**Original Publish Date:** July 23, 2003

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=56930>

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