



# Aviation Investigation Final Report

<b>Location:</b>	Reserve, Louisiana	<b>Accident Number:</b>	DFW05CA008
<b>Date &amp; Time:</b>	October 15, 2004, 14:15 Local	<b>Registration:</b>	N88390
<b>Aircraft:</b>	Piper PA-22	<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

After landing on runway 17 (a 4,000-foot by 75-foot runway), the pilot started to turn left off the runway, but changed his mind. He swerved back towards the centerline to continue down the runway when the right wing and right landing gear started lifting up. He attempted to lower the wing and gear with aileron, but before he could get the airplane under control, the left gear collapsed. The left wing hit the runway, and the airplane initially continued down the runway, but then made a slow turn to the right, stopping with the propeller just over the right edge of the runway. The airplane was traveling on the ground at a speed of approximately 15 to 20 miles per hour when the wing lifted, and that a 15 to 20 knot crosswind prevailed from the right side of the runway.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to compensate for the existing wind conditions. A contributing factor was the strong crosswind.

## Findings

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

### Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND

2. (F) GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - HIGH WIND
4. (F) WEATHER CONDITION - CROSSWIND

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Occurrence #2: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

## Factual Information

On October 15, 2004, approximately 1415 central daylight time, a Piper PA-22 single-engine, tail-wheel equipped airplane, N88390, sustained substantial damage following a loss of control during the landing rollout at the Saint John the Baptist Parish Airport (1L0), near Reserve, Louisiana. The private pilot, the registered owner of the airplane, 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 South Lafourche Airport (L49), near Galliano, Louisiana, at approximately 1330.

According to the 964-hour pilot, after landing on runway 17 (a 4,000-foot by 75-foot runway), he started to turn left off the runway, but changed his mind. He swerved back towards the centerline to continue down the runway when the right wing and right landing gear started lifting up. He attempted to lower the wing and gear with aileron, but before he could get the airplane under control, the left gear collapsed. The left wing hit the runway, and the airplane initially continued down the runway, but then made a slow turn to the right, stopping with the propeller just over the right edge of the runway. The pilot also reported that he was traveling on the ground at a speed of approximately 15 to 20 miles per hour when the wing lifted, and that a 15 to 20 knot crosswind prevailed from the right side of the runway.

The pilot further reported that during an inspection following the mishap, he observed that the left wing struts and spars were bent, and that several wing ribs would need to be replaced. He also reported that his A & P mechanic examined the airplane and reported that it did not appear that any welds or parts had failed, but that the gear had been "torn apart."

At 1353, the automated weather observing system at the Louis Armstrong New Orleans International Airport (MKY), near New Orleans, Louisiana, located 18 nautical miles east from the site of the accident, reported wind from 240 degrees at 16 to 20 knots, 10 statute miles visibility, few clouds at 2,000 feet, temperature 24 degrees, dew point 12 degrees, and a barometric pressure setting of 29.84 inches of Mercury.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 3, 2003
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	November 1, 2002
<b>Flight Time:</b>	964 hours (Total, all aircraft), 134 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N88390
<b>Model/Series:</b>	PA-22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-6009
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<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>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-B2A
<b>Registered Owner:</b>	Victor Gisclair	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>		<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>	1L0,7 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>	13:53 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Few / 2000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	16 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.84 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Galliano, LA (L49 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Reserve, LA (1L0 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	St. John the Baptist Parish Ai 1L0	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	7 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## 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>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	30.086944,-90.582496

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Yeager, Leah
<b>Additional Participating Persons:</b>	Bruce Watts; Baton Rouge, Louisiana
<b>Original Publish Date:</b>	December 28, 2004
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=60361">https://data.nts.gov/Docket?ProjectID=60361</a>

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