



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Palatka, Florida | Accident Number: | GAA17CA348 |
| Date & Time: | June 18, 2017, 14:30 Local | Registration: | N5896H |
| Aircraft: | Piper PA 16 | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot of the tailwheel-equipped airplane reported that, after flying a stable approach, the airplane ground looped to the right during the landing.

The airplane sustained substantial damage to the right wing and fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

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 the landing.

Findings

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| Aircraft | Directional control - Not attained/maintained |
| Personnel issues | Aircraft control - Pilot |

Factual Information

History of Flight

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| Landing | Loss of control on ground (Defining event) |
| Landing | Runway excursion |
| Landing | Nose over/nose down |

Pilot Information

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|----------------------------------|--|--|-------------------|
| Certificate: | Commercial | Age: | 69,Female |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 4-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Without waivers/limitations | Last FAA Medical Exam: | September 1, 2016 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | May 2, 2017 |
| Flight Time: | (Estimated) 3620 hours (Total, all aircraft), 120 hours (Total, this make and model) | | |

Pilot Information

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|----------------------------------|---|--|------------------|
| Certificate: | Commercial; Flight instructor; Foreign | Age: | 51, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Right |
| Other Aircraft Rating(s): | None | Restraint Used: | 4-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane single-engine; Instrument airplane | Toxicology Performed: | No |
| Medical Certification: | Class 2 Without waivers/limitations | Last FAA Medical Exam: | February 8, 2017 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | August 14, 2016 |
| Flight Time: | (Estimated) 1402 hours (Total, all aircraft), 1 hours (Total, this make and model), 1300 hours (Pilot In Command, all aircraft), 142 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---------------------|---------------------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N5896H |
| Model/Series: | PA 16 NO SERIES | Aircraft Category: | Airplane |
| Year of Manufacture: | 1949 | Amateur Built: | |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | 16-514 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | June 6, 2017 Annual | Certified Max Gross Wt.: | 1650 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3405 Hrs | Engine Manufacturer: | Lycoming |
| ELT: | Installed | Engine Model/Series: | O-320 |
| Registered Owner: | On file | Rated Power: | 150 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | K42J, 197 ft msl | Distance from Accident Site: | 22 Nautical Miles |
| Observation Time: | 18:35 Local | Direction from Accident Site: | 301° |
| Lowest Cloud Condition: | Few / 3400 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | / None |
| Wind Direction: | 110° | Turbulence Severity Forecast/Actual: | / N/A |
| Altimeter Setting: | 29.95 inches Hg | Temperature/Dew Point: | 33°C / 21°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | WELAKA, FL (3FL0) | Type of Flight Plan Filed: | None |
| Destination: | Palatka, FL (28J) | Type of Clearance: | None |
| Departure Time: | 13:25 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|---------------------------------------|----------------------------------|-----------|
| Airport: | PALATKA MUNI - LT KAY LARKIN F 28J | Runway Surface Type: | Asphalt |
| Airport Elevation: | 47 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 27 | IFR Approach: | None |
| Runway Length/Width: | 6000 ft / 100 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|--------------------------|
| 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: | 29.658056,-81.68972(est) |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | Swenson, Eric |
| Additional Participating Persons: | Michael Corrigan; FAA; Orlando, FL |
| Original Publish Date: | September 7, 2017 |
| 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=95399 |

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](#).