



# Aviation Investigation Final Report

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<b>Location:</b>	Fulton, New York	<b>Accident Number:</b>	GAA18CA268
<b>Date &amp; Time:</b>	May 5, 2018, 10:40 Local	<b>Registration:</b>	N4534H
<b>Aircraft:</b>	Piper PA 15	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot of the tailwheel-equipped airplane reported that, while landing in crosswind conditions, the airplane ground looped to the right.

The airplane sustained substantial damage to the left wing.

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

The automated weather observation system at the accident airport reported that, about the time of the accident, the wind was from 260° at 10 knots. The pilot landed on runway 24.

## 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.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Crosswind - Effect on operation

## Factual Information

### History of Flight

Landing	Other weather encounter
Landing	Loss of control on ground (Defining event)

### Pilot Information

Certificate:	Sport Pilot	Age:	67, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 4, 2017
Flight Time:	(Estimated) 358 hours (Total, all aircraft), 348.8 hours (Total, this make and model), 350 hours (Pilot In Command, all aircraft), 1.6 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4534H
Model/Series:	PA 15 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1948	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15-307
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 22, 2018 Annual	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2274.7 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200
Registered Owner:	On file	Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	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>	KFZY,475 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:54 Local	<b>Direction from Accident Site:</b>	98°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Hastings	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Fulton, NY (FZY)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	OSWEGO COUNTY FZY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	475 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3996 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;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>	43.350276,-76.387779(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Paul Petrella; FAA; Rochester, NY
<b>Original Publish Date:</b>	October 24, 2018
<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=97220">https://data.nts.gov/Docket?ProjectID=97220</a>

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](#).