



Aviation Investigation Final Report

Location:	Edgewood, New Mexico	Accident Number:	GAA18CA530
Date & Time:	July 28, 2018, 20:00 Local	Registration:	N4159M
Aircraft:	Piper PA 12	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, during the landing roll, the airplane ground looped to the left.

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

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 roll.

Findings

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

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
----------------	--

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 21, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 26, 2017
Flight Time:	(Estimated) 1730 hours (Total, all aircraft), 248 hours (Total, this make and model), 1616 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4159M
Model/Series:	PA 12 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1947	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	12-3058
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	March 26, 2018 Annual	Certified Max Gross Wt.:	1935 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4698 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-320-A2A
Registered Owner:	On file	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KABQ,5314 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	01:52 Local	Direction from Accident Site:	262°
Lowest Cloud Condition:	Few / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	28°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Las Vegas, NM (LVS)	Type of Flight Plan Filed:	None
Destination:	Edgewood, NM (1N1)	Type of Clearance:	None
Departure Time:	19:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	SANDIA AIRPARK ESTATES EAST 1N1	Runway Surface Type:	Asphalt
Airport Elevation:	6565 ft msl	Runway Surface Condition:	Dry;Soft
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	4830 ft / 30 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

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:	35.094722,-106.16333(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	David Jones; FAA; Albuquerque, NM
Original Publish Date:	March 18, 2019
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=98241

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](#).