



# Aviation Investigation Final Report

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<b>Location:</b>	Riverside, California	<b>Accident Number:</b>	GAA19CA333
<b>Date &amp; Time:</b>	June 9, 2019, 11:15 Local	<b>Registration:</b>	N6865B
<b>Aircraft:</b>	Piper PA22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 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 on a grass runway, the airplane encountered a "strong crosswind that blew [the airplane] to the left side of the grass." Upon landing, he observed "small grass mounds" rising higher than the mowed grass. As he continued the landing roll, he realized that the grass mounds were runway lights. The airplane hit a runway light and then ground looped to the right.

The airplane sustained substantial damage to the fuselage.

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

An automated weather observation station located 3 miles south of the accident site reported that, about 38 minutes after the accident, the wind was from 270° at 15 knots. The pilot was landing the airplane 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 the runway heading during landing with a crosswind, which resulted in impact with runway lighting and a subsequent ground loop during the landing roll.

## Findings

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<b>Aircraft</b>	Heading/course - Not attained/maintained
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Runway/taxi/approach light - Effect on operation
<b>Environmental issues</b>	Crosswind - Effect on operation

## Factual Information

### History of Flight

Landing	Other weather encounter
Landing	Loss of control in flight (Defining event)
Landing	Collision with terr/obj (non-CFIT)
Landing	Loss of control on ground
Landing	Runway excursion

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, 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>	Unknown
<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>	BasicMed With waivers/limitations	<b>Last FAA Medical Exam:</b>	September 12, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 22, 2019
<b>Flight Time:</b>	(Estimated) 262 hours (Total, all aircraft), 32 hours (Total, this make and model), 129 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N6865B
<b>Model/Series:</b>	PA22 150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1956	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-4165
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 11, 2018 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>	3592.3 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	On file	<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>	KRAL,804 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	18:53 Local	<b>Direction from Accident Site:</b>	213°
<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>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / Terrain-Induced
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / Moderate
<b>Altimeter Setting:</b>	29.95 inches Hg	<b>Temperature/Dew Point:</b>	35°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	San Diego/El Cajon, CA (SEE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Riverside/Rubidoux, CA (RIR)	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	10:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Flabob RIR	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	767 ft msl	<b>Runway Surface Condition:</b>	Dry;Vegetation
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3190 ft / 50 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>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	33.988887,-117.410003(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gutierrez, Eric
<b>Additional Participating Persons:</b>	Bruce A Thielbar; FAA; Riverside, CA
<b>Original Publish Date:</b>	November 6, 2019
<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=99604">https://data.nts.gov/Docket?ProjectID=99604</a>

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