



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	POINT LOOKOUT, MO	<b>Accident Number:</b>	CHI98LA234
<b>Date &amp; Time:</b>	07/01/1998, 1330 CDT	<b>Registration:</b>	N5643L
<b>Aircraft:</b>	American Aviation Corp. (AAC) AA-1TW	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot stated that during the landing roll the tailwheel began to vibrate. The vibration increased and the airplane made a 'sharp yaw to the left.' After about 30 degrees of turn, the right landing gear attach bracket bolts sheared and the right wing contacted the runway. The airplane then skidded to the right side of the runway and exited the runway tail first. Inspection of the airplane revealed the right arm of the tailwheel had failed approximately 1' from the center of the arm. Corrosion was present on the factured surface.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the tailwheel assembly due to corrosion. A factor associated with the accident was the overload failure of the right main landing gear.

## Findings

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

### Findings

1. (C) LANDING GEAR, TAILWHEEL ASSEMBLY - CORRODED
  2. (C) LANDING GEAR, TAILWHEEL ASSEMBLY - FAILURE
  3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

4. (F) LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	60
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	26445 hours (Total, all aircraft), 153 hours (Total, this make and model), 25112 hours (Pilot In Command, all aircraft), 206 hours (Last 90 days, all aircraft), 54 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	American Aviation Corp. (AAC)	<b>Registration:</b>	N5643L
<b>Model/Series:</b>	AA-1TW AA-1TW	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JAMES N. MAHLE	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-C2C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SGF, 938 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	27°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CAPE GIRARDEAU, MO (CGI)	<b>Destination:</b>	POINT LOOKOUT, MO (PLK)

## Airport Information

<b>Airport:</b>	CLARK AIRPORT (PLK)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	29	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3539 ft / 100 ft		

## 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>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): PAMELA S SULLIVAN      Adopted Date: 02/15/2001

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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