



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | ALBUQUERQUE, NM | Accident Number: | DEN92LA038 |
| Date & Time: | 03/01/1992, 1300 MST | Registration: | N48DD |
| Aircraft: | THORPE T-18 | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

DURING LANDING ROLL, THE PILOT INADVERTENTLY ENTERED A GROUND LOOP. WHEN HE ATTEMPTED RUDDER INPUT TO CORRECT FOR THE GROUND LOOP, THE RUDDER CONTROL MIXING UNIT IN THE EMPENNAGE SHIFTED AND JAMMED THE RUDDER. CONTINUED PRESSURE ON THE RUDDER PEDALS BY THE PILOT FRACTURED THE LEFT RUDDER PEDAL AT THE CROSSOVER BAR. THE AIRCRAFT WING STRUCK THE GROUND DURING THE EVOLUTION CAUSING SUBSTANTIAL DAMAGE TO THE LEFT WING.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
A FAILURE OF THE RUDDER CONTROL SYSTEM WHEN THE PILOT ATTEMPTED TO CORRECT FOR AN INADVERTENT GROUND LOOP DURING LANDING ROLL.

Findings

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

Findings
1. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - ROLL

Findings
2. (C) FLT CONTROL SYST, RUDDER CONTROL ATTACH POINTS - JAMMED
3. FLT CONTROL SYST, RUDDER - FRACTURED

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Pilot Information

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|---------------------------|---|-----------------------|----------|
| Certificate: | Private | Age: | 47 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | Balloon; Glider | Instructor Rating(s): | None |
| Flight Time: | 980 hours (Total, all aircraft), 37 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------|--------------------------------------|----------------------|-----------------|
| Aircraft Make: | THORPE | Registration: | N48DD |
| Model/Series: | T-18 T-18 | Engines: | 1 Reciprocating |
| Operator: | GORDON HALL | Engine Manufacturer: | LYCOMING |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-360-A1FGP |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|----------------------------------|---------------------------|------------------------------|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Witness |
| Lowest Ceiling: | Overcast / 20000 ft agl | Wind Speed/Gusts, Direction: | 3 knots / , 270° |
| Temperature: | 16°C | Visibility | 60 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | COLORADO SPRING, CO (COS) | Destination: | |

Airport Information

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|----------------------|---------------------------------|---------------------------|---------|
| Airport: | ALBUQUERQUE INTERNATIONAL (ABQ) | Runway Surface Type: | Asphalt |
| Runway Used: | 3 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 9000 ft / 50 ft | | |

Wreckage and Impact Information

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|----------------------|--------|---------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | | | |

Administrative Information

Investigator In Charge (IIC): NORMAN F WIEMEYER

Adopted Date: 06/11/1993

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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.