



National Transportation Safety Board Aviation Accident Final Report

Location:	SULPHER, LA	Accident Number:	FTW87LA001
Date & Time:	10/01/1986, 1930 CDT	Registration:	N7533Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT LANDED LONG AT A PRIVATE GRASS AIRSTRIP AND DELIBERATELY GROUND LOOPED THE AIRCRAFT TO AVOID OVERRUNNING THE AIRSTRIP INTO A THREE FOOT DITCH. THE NOSE GEAR COLLAPSED DURING THE GROUND LOOP AND THE WINGS AND MAIN GEARS WERE DAMAGED WHEN THE AIRCRAFT SLID SIDWAYS ACROSS A DITCH AT THE END OF THE RUNWAY. THE PILOT REPORTED LITTLE BRAKING ACTION AS THE AIRSTRIP WAS WET FROM RECENT RAINS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. (F) BUZZING - EXCEEDED - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. (C) GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Occurrence #2: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

6. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
7. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	47, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/28/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10578 hours (Total, all aircraft), 800 hours (Total, this make and model), 800 hours (Pilot In Command, all aircraft), 231 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7533Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	30-596
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	09/25/1986, Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-B1A
Registered Owner:	BRIAN A. DUNLOP	Rated Power:	160 hp
Operator:	BRIAN A. DUNLOP	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	LCH, 16 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	1850 CDT	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28° C / 24° C
Precipitation and Obscuration:			
Departure Point:	LAKE CHARLES, LA (LCH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1900 CDT	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	16 ft	Runway Surface Condition:	Wet
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2600 ft	VFR Approach/Landing:	Straight-in

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:	

Administrative Information

Investigator In Charge (IIC):	S STRAND	Report Date:	
Additional Participating Persons:	EARL MCCARTHY; BATON ROUGE, LA		
Publish Date:			
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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).