



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Jacksonville, FL	<b>Accident Number:</b>	MIA02LA122
<b>Date &amp; Time:</b>	07/01/2002, 1120 EDT	<b>Registration:</b>	N1693A
<b>Aircraft:</b>	Piper PA-22-20	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

The student pilot/owner of the accident airplane said he possesses a solo endorsement to operate the airplane, and that there was a flight instructor with him in the airplane who had not yet received a tail wheel endorsement to operate the airplane. He said the touch-and-go landing had been uneventful, but during takeoff the airplane began to "weather vane", so he retarded the throttle control to idle and applied left rudder control input in an attempt to maintain control, but the airplane veered off the runway, hitting a runway light, and then swung around incurring substantial damage. The flight instructor seated next to pilot/owner stated that when the airplane started to veer off the runway he also applied rudder control input but the airplane continued toward the right edge of the runway and within 5 to 8 seconds swung through an arc of 180 degrees and he was unable to maintain directional control. Both occupants of the airplane said that prior to the accident there had been no failure or malfunction to the airplane or any of its systems.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the solo student/owner to maintain directional control of the airplane during takeoff in a crosswind, which resulted in the airplane veering off the runway, a collision with a runway light, and a ground loop.

## Findings

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

### Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ABORTED

### Findings

4. OBJECT - RUNWAY LIGHT

## Student Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	50
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	71 hours (Total, all aircraft), 22 hours (Total, this make and model), 25 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	30
<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>	1270 hours (Total, all aircraft), 0 hours (Total, this make and model), 1090 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N1693A
<b>Model/Series:</b>	PA-22-20	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Kenneth F. Harp	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-290-D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	VQQ, 81 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	3 knots / ,
<b>Temperature:</b>	28° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Jacksonville, FL (HEG)	<b>Destination:</b>	Jacksonville, FL (VQQ)

## Airport Information

<b>Airport:</b>	Cecil Field Airport (VQQ)	<b>Runway Surface Type:</b>	Asphalt; Concrete
<b>Runway Used:</b>	36L	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	8000 ft / 200 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	30.218611, -81.876667		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	John W Lovell	<b>Adopted Date:</b>	11/04/2002
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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