



National Transportation Safety Board Aviation Accident Data Summary

Location:	Old Bridge, NJ	Accident Number:	ERA15CA043
Date & Time:	11/03/2014, 1110 EST	Registration:	N7102D
Aircraft:	PIPER PA 22-150	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot, while in the landing flare, the tailwheel-equipped airplane began to roll to the left. He applied right aileron to counteract the roll and provide wind correction; however, as the airplane decelerated during the landing roll, it lacked rudder authority to counteract a gust of wind from the right. The airplane ground looped 180 degrees to the right, and the left main landing gear collapsed, resulting in substantial damage to the outboard portion of the left wing and left horizontal stabilizer. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation. Recorded wind velocity at a nearby airport about the time of the accident was 15 knots, with gusts to 25 knots.

Flight Events

Landing-landing roll - Loss of control on ground

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of control while landing the tailwheel-equipped airplane in gusting wind conditions, which resulted in a ground loop.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Effect on operation

Pilot Information

Certificate:	Private	Age:	43
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	392 hours (Total, all aircraft), 28 hours (Total, this make and model), 266 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N7102D
Model/Series:	PA 22-150	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320 A2A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	BLM, 164 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	15 knots/ 25 knots, 290°
Temperature:	12°C / 3°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SOMERVILLE, NJ (SMQ)	Destination:	Old Bridge, NJ (3N6)

Airport Information

Airport:	OLD BRIDGE (3N6)	Runway Surface Type:	Asphalt
Runway Used:	24	Runway Surface Condition:	Dry
Runway Length/Width:	3594 ft / 50 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Shawn Etcher	Adopted Date:	12/15/2014
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90353		

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.