



National Transportation Safety Board Aviation Accident Final Report

Location:	Murfreesboro, TN	Accident Number:	ERA15CA148
Date & Time:	03/02/2015, 1625 CST	Registration:	N37WP
Aircraft:	PIPER PA 18	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

During an instructional flight in a tailwheel equipped airplane, the student pilot and flight instructor planned to stay in the traffic pattern for touch and go landing practice. During the landing rollout, the airplane started drifting to the left side of the runway. Subsequently, the student pilot applied a hard correction to the right with the rudder pedals and the airplane ground looped, stopping 180 degrees from the landing direction. The flight instructor stated that he called for "my aircraft" when the student pilot made the hard correction, but the student pilot did not get off rudder pedals. Both the student pilot and flight instructor suspected that inadvertent brake application may have been applied in the heel brake equipped airplane. The flight instructor added that he did not observe any preimpact mechanical malfunctions with the airplane and the winds were light during the time of the accident. Examination of the airplane by a Federal Aviation Administration inspector revealed substantial damage to the left wing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's failure to maintain directional control while landing and the flight instructor's delayed remedial action, which resulted in a ground-loop and the left wing dragging the runway.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Student pilot (Cause) Delayed action - Instructor/check pilot (Cause)

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event) Dragged wing/rotor/float/other
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Flight Instructor Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	53
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	10/20/2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	10/20/2014
Flight Time:	12559 hours (Total, all aircraft), 12 hours (Total, this make and model), 10253 hours (Pilot In Command, all aircraft), 159 hours (Last 90 days, all aircraft), 54 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Student Pilot Information

Certificate:	None	Age:	31
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	11 hours (Total, all aircraft), 11 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N37WP
Model/Series:	PA 18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-756
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/09/2014, Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	108 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5776.5 Hours	Engine Manufacturer:	LYCOMING
ELT:	C91A installed, not activated	Engine Model/Series:	O-320 B2B
Registered Owner:	BADOWSKI RUSSELL S	Rated Power:	160 hp
Operator:	Murfreesboro Aviation	Air Carrier Operating Certificate:	None
Operator Does Business As:	Murfreesboro Aviation	Operator Designator Code:	

Meteorological Information and Flight Plan

Observation Facility, Elevation:	MQY, 543 ft msl	Observation Time:	1556 CST
Distance from Accident Site:	11 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	321°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	9°C / -1°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	7 knots, 50°	Visibility (RVR):	
Altimeter Setting:	30.34 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Murfreesboro, TN (MBT)	Type of Flight Plan Filed:	Company VFR
Destination:	Murfreesboro, TN (MBT)	Type of Clearance:	VFR
Departure Time:	1622 CST	Type of Airspace:	Class G

Airport Information

Airport:	Murfreesboro Municipal Airport (MBT)	Runway Surface Type:	Asphalt
Airport Elevation:	614 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3898 ft / 100 ft	VFR Approach/Landing:	Touch and Go; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC):	Robert J Gretz	Adopted Date:	08/11/2015
Additional Participating Persons:	Michael Chasteen; FAA/FSDO; Nashville, TN		
Publish Date:	08/11/2015		
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=90842		

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.

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