



National Transportation Safety Board Aviation Accident Data Summary

Location:	Murfreesboro, TN	Accident Number:	ERA15CA148
Date & Time:	03/02/2015, 1625 CST	Registration:	N37WP
Aircraft:	PIPER PA 18	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.

Flight Events

- Landing-landing roll - Loss of control on ground
- Landing-landing roll - Dragged wing/rotor/float/other

Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C
- Personnel issues-Task performance-Use of equip/info-Aircraft control-Student/instructed pilot - C
- Personnel issues-Action/decision-Action-Delayed action-Instructor/check pilot - C

Flight Instructor Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	53
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
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	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	Murfreesboro Aviation	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320 B2B
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	MQY, 543 ft msl	Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	7 knots, 50°
Temperature:	9°C / -1°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Murfreesboro, TN (MBT)	Destination:	Murfreesboro, TN (MBT)

Airport Information

Airport:	Murfreesboro Municipal Airport (MBT)	Runway Surface Type:	Asphalt
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	3898 ft / 100 ft		

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

Administrative Information

Investigator In Charge (IIC):	Robert J Gretz	Adopted 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.

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.