



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Monongahela, PA	<b>Accident Number:</b>	GAA17CA176
<b>Date &amp; Time:</b>	02/22/2017, 1000 EST	<b>Registration:</b>	N305Y
<b>Aircraft:</b>	STUMP GREAT LAKES 2T 1A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The pilot of a tailwheel-equipped airplane reported that the airplane veered to the right and then left. He corrected the veer to the right but "didn't get on it quick enough to stop the turn." The airplane continued to the left and ground looped.

A postaccident examination revealed that the airplane sustained substantial damage to the right wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation station on the airport reported that, about the time of the accident, the wind was from 190° at 6 knots. The pilot landed on runway 26.

## Probable Cause and Findings

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

The pilot's failure to maintain directional control of the airplane during the landing roll with crosswind conditions.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Crosswind - Effect on operation

## Factual Information

### History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
----------------------	--

### Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	77, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last FAA Medical Exam:	12/08/2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	08/16/2016
Flight Time:	(Estimated) 20330 hours (Total, all aircraft), 100 hours (Total, this make and model), 17500 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	STUMP GREAT LAKES	Registration:	N305Y
Model/Series:	2T 1A E	Aircraft Category:	Airplane
Year of Manufacture:	1973	Amateur Built:	Yes
Airworthiness Certificate:	Experimental; Aerobatic	Serial Number:	6825A-358
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	02/22/2017, Condition	Certified Max Gross Wt.:	1677 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	464.6 Hours as of last inspection	Engine Manufacturer:	Franklin
ELT:	C91 installed, not activated	Engine Model/Series:	6A-350-C2
Registered Owner:	On file	Rated Power:	215 hp
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KAGC, 1273 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1453 UTC	Direction from Accident Site:	335°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 7000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	14° C / 4° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Monongahela, PA (FWQ)	Type of Flight Plan Filed:	None
Destination:	Monongahela, PA (FWQ)	Type of Clearance:	None
Departure Time:	1000 EST	Type of Airspace:	Class G

## Airport Information

Airport:	ROSTRAVER (FWQ)	Runway Surface Type:	Asphalt
Airport Elevation:	1228 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	4002 ft / 75 ft	VFR Approach/Landing:	Full Stop

## 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
Total Injuries:	1 None	Latitude, Longitude:	40.208889, -79.833889 (est)

## Administrative Information

Investigator In Charge (IIC):	Jackie L Vanover	Report Date:	07/20/2017
Additional Participating Persons:	Joe McBride; FAA; Pittsburgh, PA		
Publish Date:	07/20/2017		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94831">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94831</a>		

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](#).