



National Transportation Safety Board Aviation Accident Final Report

Location:	Pollock, LA	Accident Number:	GAA19CA576
Date & Time:	09/27/2019, 0930 CDT	Registration:	N3365B
Aircraft:	Piper PA 22	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that the airplane bounced during landing. He added that, during the second touchdown, the airplane was not aligned with the runway, and the airplane ground looped. The airplane exited the runway to the left and impacted a drainage ditch. 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.

Probable Cause and Findings

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

The pilot's improper landing flare, which resulted in a bounced landing and subsequent ground loop.

Findings

Aircraft	Directional control - Not attained/maintained (Cause) Landing flare - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Sloped/uneven terrain - Effect on operation (Cause)

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact
Landing	Loss of control on ground (Defining event) Runway excursion Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Remote	Age:	74, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Airship; Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last FAA Medical Exam:	04/29/2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	03/22/2019
Flight Time:	(Estimated) 8492 hours (Total, all aircraft), 6 hours (Total, this make and model), 4902 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Pilot-Rated Passenger Information

Certificate:	Flight Instructor; Commercial; Remote	Age:	58, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	06/10/2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	09/18/2017
Flight Time:	(Estimated) 1454 hours (Total, all aircraft), 270 hours (Total, this make and model), 29 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3365B
Model/Series:	PA 22 150	Aircraft Category:	Airplane
Year of Manufacture:	1954	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-2170
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	04/20/2019, Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2567.7 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-A1A
Registered Owner:	On file	Rated Power:	150 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:	KESF, 118 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1353 UTC	Direction from Accident Site:	121°
Lowest Cloud Condition:	Scattered / 4700 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	24° C / 21° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pollock, LA (L66)	Type of Flight Plan Filed:	None
Destination:	Pollock, LA (L66)	Type of Clearance:	None
Departure Time:	0640 CDT	Type of Airspace:	Class G

Airport Information

Airport:	POLLOCK MUNI (L66)	Runway Surface Type:	Asphalt
Airport Elevation:	203 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4499 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	31.479444, -92.461111 (est)

Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Report Date:	03/17/2020
Additional Participating Persons:	William Hardy; FAA; Baton Rouge, LA		
Publish Date:	03/17/2020		
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=100352		

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