



Aviation Investigation Final Report

Location:	Fulton, New York	Accident Number:	GAA18CA268
Date & Time:	May 5, 2018, 10:40 Local	Registration:	N4534H
Aircraft:	Piper PA 15	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, while landing in crosswind conditions, the airplane ground looped to the right.

The airplane sustained substantial damage to the left 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 system at the accident airport reported that, about the time of the accident, the wind was from 260° at 10 knots. The pilot landed on runway 24.

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 during landing.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on operation

Factual Information

History of Flight

Landing	Other weather encounter
Landing	Loss of control on ground (Defining event)

Pilot Information

Certificate:	Sport Pilot	Age:	67,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 4, 2017
Flight Time:	(Estimated) 358 hours (Total, all aircraft), 348.8 hours (Total, this make and model), 350 hours (Pilot In Command, all aircraft), 1.6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4534H
Model/Series:	PA 15 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1948	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15-307
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 22, 2018 Annual	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2274.7 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200
Registered Owner:		Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KFZY, 475 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:54 Local	Direction from Accident Site:	98°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	19°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hastings	Type of Flight Plan Filed:	VFR
Destination:	Fulton, NY (FZY)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	OSWEGO COUNTY FZY	Runway Surface Type:	Asphalt
Airport Elevation:	475 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3996 ft / 100 ft	VFR Approach/Landing:	Full stop; Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.350276, -76.387779 (est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Paul Petrella; FAA; Rochester, NY
Original Publish Date:	October 24, 2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97220

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](#).