



Aviation Investigation Final Report

Location:	Dalton, Ohio	Accident Number:	GAA16CA507
Date & Time:	September 3, 2016, 14:15 Local	Registration:	N56P
Aircraft:	STROPKI PAUL OUTBACK	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 stated that during landing, the airplane did not want to "settle" to the runway due to gusting winds. He further stated that upon touchdown the airplane ground looped to the left. The airplane sustained substantial damage to the fuselage, right wing, and right wing lift strut.

The pilot reported that there were no pre impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

A review of local weather from an automated weather observation station located about 10 miles to the northwest, showed that about 15 minutes before the accident the wind was variable at 6 knots, visibility 10 statute miles, and few clouds at 4700 feet above ground level. However, the pilot reported the wind at the accident site as 170 degrees true, 8 knots, gusts to 20 knots, and he was landing runway 18.

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 landing in gusting wind conditions, which resulted in a ground loop.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Ability to respond/compensate
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing	Other weather encounter
Landing	Loss of control on ground (Defining event)
Landing	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	75,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 12, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 16, 2015
Flight Time:	(Estimated) 1157 hours (Total, all aircraft), 550 hours (Total, this make and model), 1066 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	STROPKI PAUL	Registration:	N56P
Model/Series:	OUTBACK SERIES5	Aircraft Category:	Airplane
Year of Manufacture:	2002	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	S9910-0226
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 1, 2015 Condition	Certified Max Gross Wt.:	1550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	550 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91A installed, not activated	Engine Model/Series:	IO-240B4B
Registered Owner:		Rated Power:	125 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:	KBJJ,1137 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	17:56 Local	Direction from Accident Site:	297°
Lowest Cloud Condition:	Few / 4700 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	23°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CARROLLTON, OH (TSO)	Type of Flight Plan Filed:	None
Destination:	Dalton, OH (None)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

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:	40.79861,-81.695556(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Alex McAninch; FAA; Cleveland, OH
Original Publish Date:	December 5, 2016
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=94077

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](#).