



Aviation Investigation Final Report

Location:	Cherry Ridge, Pennsylvania	Accident Number:	GAA19CA022
Date & Time:	October 14, 2018, 13:30 Local	Registration:	N6690D
Aircraft:	Piper PA 18-135	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, after conducting a three-point landing, during the landing roll, the wind changed direction and lifted the left wing, and the airplane ground looped.

The airplane sustained substantial damage to the right wing and elevator.

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 failure to maintain directional control during landing, which resulted in a ground loop.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	45,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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 1 Without waivers/limitations	Last FAA Medical Exam:	February 23, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 8, 2017
Flight Time:	(Estimated) 728.4 hours (Total, all aircraft), 12.5 hours (Total, this make and model), 685 hours (Pilot In Command, all aircraft), 93.8 hours (Last 90 days, all aircraft), 59.5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6690D
Model/Series:	PA 18-135 B	Aircraft Category:	Airplane
Year of Manufacture:	1954	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-3848
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 11, 2018 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3827 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:		Rated Power:	150 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:	KMPO,1916 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	194°
Lowest Cloud Condition:	Few / 3200 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	9°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Honesdale, PA (N30)	Type of Flight Plan Filed:	None
Destination:	Honesdale, PA (N30)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CHERRY RIDGE N30	Runway Surface Type:	Asphalt
Airport Elevation:	1357 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2986 ft / 50 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	41.515556,-75.251663(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Robert Ference; FSDO - FAA; Allentown, PA
Original Publish Date:	March 20, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98487

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](#).