



# Aviation Investigation Final Report

<b>Location:</b>	Lampasas, Texas	<b>Accident Number:</b>	CEN24LA090
<b>Date &amp; Time:</b>	January 10, 2024, 17:15 Local	<b>Registration:</b>	N7670H
<b>Aircraft:</b>	Piper PA-12	<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 reported, that while conducting a full stop landing, he was concerned with a military helicopter about  $\frac{3}{4}$  of the way down the right side of the runway. Due to the helicopter's position, he reduced the engine power to idle and touched down about 10 mph faster than usual. During the rollout, the pilot overcorrected to the left, the airplane tilted to the right, and the right wing contacted the ground. The right main landing gear collapsed, and the right wing sustained substantial damage. The pilot reported that there was a possibility of rotor wash from the military helicopter. There was no evidence of any preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operations.

## 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 the landing roll.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained

## Factual Information

### History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Dragged wing/rotor/float/other

### Pilot Information

Certificate:	Private	Age:	61,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 25, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 25, 2022
Flight Time:	206 hours (Total, all aircraft), 7 hours (Total, this make and model), 107 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7670H
Model/Series:	PA-12	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-549
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	April 23, 2023 Annual	Certified Max Gross Wt.:	1825 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1913.4 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-320
Registered Owner:	On file	Rated Power:	150
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KLZZ, 1214 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	17:15 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.72 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Mexia, TX (LXY)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Lampasas, TX (LZZ)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:20 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	LAMPASAS LZZ	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1214 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16/34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4202 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop; Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	31.106194, -98.195917

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Miller, Bradley
<b>Additional Participating Persons:</b>	Harold Bridgman; FAA FSDO; San Antonio, TX
<b>Original Publish Date:</b>	February 20, 2024
<b>Last Revision Date:</b>	February 22, 2024
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193667">https://data.nts.gov/Docket?ProjectID=193667</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).