



Aviation Investigation Final Report

Location:	Pullman, Washington	Accident Number:	WPR21LA159
Date & Time:	April 14, 2021, 18:30 Local	Registration:	N3023M
Aircraft:	Piper PA22	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, he had completed touch-and-go landings and had planned to make a full-stop taxi back to the departure end of the runway. While taxiing, the left wing was lifted by a gust of wind and the right wing contacted the ground. The pilot closed the throttle, applied full left rudder, full back pressure on the elevator and tapped the brakes. Despite his actions, the propeller struck the ground and the airplane nosed over. Both wing struts were substantially damaged. The pilot reported that there were no 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 taxiing in crosswind conditions, which resulted in the airplane nosing over.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Gusts - Effect on equipment

Factual Information

History of Flight

Taxi-into takeoff position	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 19, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 15, 2020
Flight Time:	2625 hours (Total, all aircraft), 14 hours (Total, this make and model), 2625 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3023M
Model/Series:	PA22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-1827
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2A
Registered Owner:	On file	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:	KPUW,2551 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	92°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	15.6°C / -3.9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pullman, WA	Type of Flight Plan Filed:	None
Destination:	Pullman, WA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Pullman-Moscow Regional Airport PUW	Runway Surface Type:	
Airport Elevation:	2567 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	46.74554,-117.16503(est)

Administrative Information

Investigator In Charge (IIC):	Swick, Andrew
Additional Participating Persons:	Kevin Marsak; FAA FSDO; Seattle, WA
Original Publish Date:	September 20, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=102923

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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](#).