



Aviation Investigation Final Report

Location:	CORRECTIONVILLE, Iowa	Accident Number:	CHI97LA132
Date & Time:	May 11, 1997, 13:45 Local	Registration:	N7729P
Aircraft:	Piper PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that after landing and while making a wide right turn to back taxi, a gust of wind pushed the airplane off to the left side of the runway. Inspection of the airplane revealed that the left main gear brace support bracket and pivot bolt failed due to overload conditions.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for wind conditions, while taxiing, which resulted in loss of aircraft control, an encounter with terrain, and subsequent failure of the left main landing gear. The unfavorable wind condition was a related factor.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI - FROM LANDING

Findings

4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Occurrence #3: GEAR COLLAPSED

Phase of Operation: TAXI - FROM LANDING

Findings

5. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On May 11, 1997, at 1345 central daylight time (cdt), a Piper PA- 24-250, N7729P, registered to KCB Aviation, Inc., of West Des Moines, Iowa, was substantially damaged following a loss of control during the landing roll on runway 05 on a private sod airstrip near Correctionville, Iowa. The private pilot and passenger reported no injuries. The personal 14 CFR Part 91 flight was operating in visual meteorological conditions. No flight plan was filed. The flight originated from Ankeny, Iowa, exact time unknown.

The pilot did not submit the required National Transportation Safety Board's form 6120.1/2 under Title 49, Part 830.15. In a written statement to the Federal Aviation Administration (FAA) the pilot said that after landing he turned the airplane to the right to back taxi when an extremely strong gust of wind began sliding the airplane to the left side of the runway.

The FAA Inspector who examined the airplane found the left main gear brace support bracket and pivot bolt failed due to overload conditions.

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 10, 1996
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2986 hours (Total, all aircraft), 1000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7729P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-2943
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-540-A1A5
Registered Owner:	KCB AVIATION, INC.	Rated Power:	250 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SUX ,1098 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	13:56 Local	Direction from Accident Site:	260°
Lowest Cloud Condition:	Scattered / 3900 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 33 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	15°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANKENY , IA (IKV)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE AIRSTRIP	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	42.469535,-95.779731(est)

Administrative Information

Investigator In Charge (IIC): Carlson, Todd

Additional Participating Persons: EUGENE R LAWSON;

Original Publish Date: January 30, 1998

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=10566>

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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](#).