



Aviation Investigation Final Report

Location:	DIXON, Wyoming	Accident Number:	DEN84LA084
Date & Time:	February 3, 1984, 16:15 Local	Registration:	N3553A
Aircraft:	PIPER PA-22-135	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE ACFT BEGAN TO WANDER BACK & FORTH ACROSS THE RWY ON THE TAKEOFF ROLL. THE CFI TOOK CONTROL AS THE ACFT VEERED TO THE LEFT. THE LEFT WHEEL HIT A SNOWBANK & THE ACFT GROUND LOOPED TO THE LEFT SUBSTANTIALLY DAMAGING THE RIGHT WING BEFORE COMING TO REST. THERE WAS A 10 DEGREE LEFT X-WIND. THE INSTRUCTOR WAS INEXPERIENCED AS AN INSTRUCTOR & HAD LOGGED 26 HRS OF FLIGHT TIME IN A PA22. THE ACFT HAD BEEN MODIFIED BY THE REMOVAL OF A NOSE WHEEL & THE INSTALLATION OF A TAILWHEEL BUT A NEW TYPE CERTIFICATE HAD NOT BEEN ISSUED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. (F) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 21, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1313 hours (Total, all aircraft), 26 hours (Total, this make and model), 1313 hours (Pilot In Command, all aircraft), 256 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3553A
Model/Series:	PA-22-135 PA-22-135	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:	100 hour	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3005 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-290-D2
Registered Owner:	JOHN W. CLARK	Rated Power:	135 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	RWL ,6820 ft msl	Distance from Accident Site:	55 Nautical Miles
Observation Time:	15:54 Local	Direction from Accident Site:	3°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	17 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-1°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DIXON , WY (9U4)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	DIXON 9U4	Runway Surface Type:	Asphalt
Airport Elevation:	6450 ft msl	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	4800 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.029067,-107.530792(est)

Administrative Information

Investigator In Charge (IIC): Scott, Arnold

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16332>

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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](#).