



Aviation Investigation Final Report

Location:	TOWNSEND, Montana	Accident Number:	DEN84LA208
Date & Time:	July 2, 1984, 16:30 Local	Registration:	N9826T
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE ACFT WEATHERVANED DURING LANDING IN A CROSSWIND AND COLLIDED WITH A FENCE AND IRRIGATION PIPE OFF THE LEFT SIDE OF THE RWY. THE STUDENT PLT HAD THOUGHT THE LANDING IN A X-WIND WOULD BE GOOD PRACTICE SO HE CONTINUED THE APPROACH BUT AT THE LAST MOMENT ADDED POWER TO GO AROUND. THE ACFT STALLED AND WEATHERVANED OFF THE RWY. REPORTED WINDS AT TIME OF THE ACCIDENT WERE FROM 300 DEG AT 15 KTS GUSTING TO 20 KTS.

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 - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) TOTAL - PILOT IN COMMAND
4. (C) JUDGMENT - POOR - PILOT IN COMMAND
5. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
6. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

- 7. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 8. (C) GO-AROUND - ATTEMPTED - PILOT IN COMMAND
- 9. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 10. (F) OBJECT - FENCE
- 11. (F) OBJECT

Factual Information

Pilot Information

Certificate:	Student	Age:	25, 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--no waivers/lim.	Last FAA Medical Exam:	September 15, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	40 hours (Total, all aircraft), 40 hours (Total, this make and model), 15 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9826T
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3878A0217
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	June 12, 1984 100 hour	Certified Max Gross Wt.:	1700 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2823 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	EMIL ERIHARDT	Rated Power:	110 Horsepower
Operator:	SUNBIRD AVIATION INC	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BOZEMAN , MT (BZN)	Type of Flight Plan Filed:	VFR
Destination:	BOZEMAN , MT (BZN)	Type of Clearance:	None
Departure Time:	16:05 Local	Type of Airspace:	Class G

Airport Information

Airport:	TOWSEND 808	Runway Surface Type:	Asphalt
Airport Elevation:	3900 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	4100 ft / 72 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

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:	46.480022,-111.339813(est)

Administrative Information

Investigator In Charge (IIC): Wunningham, Fred

Additional Participating Persons: LEO WADEKAMPER; HELENA , MT

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16422>

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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](#).