



Aviation Investigation Final Report

Location:	FORT COLLINS, Colorado	Accident Number:	DEN91LA057
Date & Time:	March 30, 1991, 12:00 Local	Registration:	N8543D
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE LEFT SEAT PILOT RATED PASSENGER (WHO WAS ALSO A FLIGHT INSTRUCTOR) PERFORMED TWO TOUCH AND GO LANDINGS. THE RIGHT SEAT PILOT IN COMMAND TOOK CONTROL TO PERFORM THE THIRD TOUCH AND GO LANDING. A WHEEL LANDING WAS MADE. DURING THE LANDING ROLL, THE AIRPLANE BEGAN TO SWERVE LEFT AND RIGHT. IT THEN VEERED OFF THE SIDE OF THE RUNWAY AND THE LEFT MAIN LANDING GEAR COLLAPSED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF DIRECTIONAL CONTROL BY THE PILOT IN COMMAND.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 22, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2340 hours (Total, all aircraft), 179 hours (Total, this make and model), 2340 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8543D
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22-5774
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A1A
Registered Owner:	GEORGE R. RISLEY	Rated Power:	150 Horsepower
Operator:	GEORGE R. RISLEY	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	75 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ERIE , CO (7C00)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	

Airport Information

Airport:	FORT COLLINS-LOVELAND FNL	Runway Surface Type:	Asphalt
Airport Elevation:	5016 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	8500 ft / 100 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	40.359947,-105.179656(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	ROBERT BUNDERSON; DENVER , CO
Original Publish Date:	May 5, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18079

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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](#).