



# Aviation Investigation Final Report

<b>Location:</b>	EVERETT, Washington	<b>Accident Number:</b>	SEA94LA227
<b>Date &amp; Time:</b>	August 31, 1994, 14:10 Local	<b>Registration:</b>	N1329C
<b>Aircraft:</b>	PIPER PA-22-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE STUDENT PILOT STATED THAT, AFTER TOUCH DOWN FOR THE TOUCH-AND-GO LANDING IT SEEMED THAT THE RIGHT WHEEL LOCKED. THE AIRPLANE VEERED TO THE RIGHT AND BEFORE THE PILOT WAS ABLE TO REGAIN DIRECTIONAL CONTROL AND STOP, THE AIRPLANE WENT THROUGH A CHAIN LINK FENCE AT THE END OF THE RUNWAY. NO EVIDENCE WAS FOUND TO INDICATE A MECHANICAL FAILURE OR MALFUNCTION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

Findings

2. OBJECT - FENCE

## Factual Information

On August 31, 1994, at 1410 hours Pacific daylight time (PDT), a Piper PA-22-150, N1329C, registered to William G. Harrop, and being flown by Douglas L. Hill, a student pilot, sustained substantial damage when the airplane collided with a fence following a loss of control while landing on runway 34R at the Snohomish County Airport, Everett, Washington. The pilot was uninjured. A VFR flight plan was in effect for the round robin flight, and visual meteorological conditions existed at the time of the accident. The flight, which was an instructional solo, was to have been operated in accordance with the requirements set forth in 14CFR91, and originated from Arlington, Washington, at 1235 hours, with stops at Bremerton, Tacoma, and Everett, Washington.

In a written statement, the 49-hour student pilot reported that after touchdown for the touch-and-go landing, "the right wheel seemed to lock." The airplane veered to the right and, before the pilot was able to regain directional control and stop, the airplane went through a chain link fence at the north end of the runway.

No evidence was found to indicate a mechanical failure or malfunction.

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 24, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	49 hours (Total, all aircraft), 49 hours (Total, this make and model), 19 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N1329C
<b>Model/Series:</b>	PA-22-150 PA-22-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-1119
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>	41 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	HARROP, WILLIAM	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	HILL, DOUGLAS, L.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAE ,606 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	14:45 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 15000 ft AGL	<b>Visibility</b>	35 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ARLINGTON , WA (S88 )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:35 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	SNOHOMISH CO PAE	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	606 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	34R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	47.890098,-122.250175(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mccreary, Steven
<b>Additional Participating Persons:</b>	ROY KOGLE; RENTON , WA
<b>Original Publish Date:</b>	October 13, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=42012">https://data.ntsb.gov/Docket?ProjectID=42012</a>

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