



Aviation Investigation Final Report

Location:	OGDEN, Utah	Accident Number:	SEA97LA018
Date & Time:	October 21, 1996, 15:21 Local	Registration:	N3461A
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped Piper did not maintain directional control of the airplane, while landing in a crosswind. The airplane departed the runway on the left side, and the right main landing gear collapsed, causing substantial damage.

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 landing, which resulted in a loss of directional control and an inadvertent ground swerve. The crosswind was a related factor.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING

Findings

5. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On October 21, 1996, approximately 1521 mountain daylight time, N3461A, a Piper PA-22, sustained substantial damage when the main landing gear collapsed after the pilot lost directional control while landing. The commercial pilot, the sole occupant, was uninjured. No flight plan was filed for the flight, which had originated from Ogden, Utah. Visual meteorological conditions prevailed. There was no report of the ELT actuating.

On touchdown on runway 3, approximately 1600 feet from the approach end, the right wing was observed to be high. The aircraft leveled out and skidded off the left side of the runway. Winds at the time were about 310 degrees at 10 knots. According to the pilot's written statement, on landing rollout the aircraft started to veer to the left; right rudder and brake were applied, the right landing gear failed, and the aircraft slid to a stop on the left side of the runway.

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 29, 1996
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2022 hours (Total, all aircraft), 60 hours (Total, this make and model), 1922 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3461A
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-1735
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 16, 1996 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	16 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2880 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	DAVID J BOYDSTON	Rated Power:	150 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:	KOG	Distance from Accident Site:	
Observation Time:	15:25 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(OGD)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	OGDEN MUNICIPAL OGD	Runway Surface Type:	Asphalt
Airport Elevation:	4450 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	7000 ft / 150 ft	VFR Approach/Landing:	Full stop

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:	41.310489,-111.960235(est)

Administrative Information

Investigator In Charge (IIC):	Stockhill, Michael
Additional Participating Persons:	TIM MASON; SALT LAKE CITY , UT
Original Publish Date:	February 28, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=42532

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