



# Aviation Investigation Final Report

<b>Location:</b>	ARLINGTON, Washington	<b>Accident Number:</b>	SEA98LA067
<b>Date &amp; Time:</b>	April 26, 1998, 16:10 Local	<b>Registration:</b>	N7458K
<b>Aircraft:</b>	Piper PA-20	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

After touching down on both main landing gear, the left main gear of the tailwheel aircraft lifted off the runway. As the aircraft rolled forward with only the right main gear touching the surface, the aircraft began to veer toward the left edge of the runway. As the aircraft continued toward the edge of the runway, the pilot applied remedial rudder inputs, but the remedial action was not taken in time to keep the aircraft from exiting the side of the runway. As the aircraft exited the runway, the right main gear dug into the soft terrain and was torn from the fuselage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during the landing roll, and his delayed remedial action when the aircraft started to drift off the side of the runway.

### Findings

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

#### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

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Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD

## Factual Information

On April 26, 1998, approximately 1610 Pacific daylight time, a Piper PA-20 tail wheel aircraft, N7458K, experienced a collapse of one main landing gear leg during the landing roll at Arlington Municipal Airport, Arlington, Washington. The private pilot and his three passengers were not injured, but the aircraft, which was owned and operated by the pilot, sustained substantial damage. The 14 CFR Part 91 flight, which departed Jefferson County Airport, Port Townsend, Washington, about 30 minutes earlier, was being operated in visual meteorological conditions. No flight plan had been filed, and there was no report of an ELT activation.

According to the pilot, he had touched down on both main gear and was beginning the rollout when the left wing picked up and the aircraft began rolling on the right tire only. Soon thereafter, the aircraft started to veer toward the left side of the runway, and the pilot attempted remedial action by applying rudder opposite to the direction the aircraft was drifting. But, by the time of the rudder application, the aircraft had drifted to far from the center of the runway to keep it from departing the runway edge. After the aircraft left the runway, the right main gear dug into the soft terrain, whereupon the gear leg tore away from the fuselage.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	24, Male
<b>Airplane Rating(s):</b>	Single-engine land	<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>	January 14, 1998
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	171 hours (Total, all aircraft), 82 hours (Total, this make and model), 92 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7458K
<b>Model/Series:</b>	PA-20 PA-20	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20-370
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 7, 1997 Annual	<b>Certified Max Gross Wt.:</b>	1800 lbs
<b>Time Since Last Inspection:</b>	17 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1725 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-290-D
<b>Registered Owner:</b>	DIZARD, JAMES AND MIKE	<b>Rated Power:</b>	125 Horsepower
<b>Operator:</b>		<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	JEFFERSON CNTY., WA (OS9 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(AWO )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:40 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ARLINGTON MUNICIPAL AWO	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	137 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5336 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	48.179615,-121.670097(est)

## Administrative Information

**Investigator In Charge (IIC):** Anderson, Orrin

**Additional Participating Persons:** BUCKY COON;

**Original Publish Date:** July 12, 2000

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=42778>

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