



Aviation Investigation Final Report

Location:	WINTHROP, Washington	Accident Number:	SEA99LA097
Date & Time:	June 26, 1999, 08:45 Local	Registration:	N5059Z
Aircraft:	Piper PA-22-108	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot-in-command and pilot/passenger, a prospective buyer of the tailwheel equipped Piper PA-22-108, departed on a test flight. During the pilot/passenger's first landing, and approximately 75-100 feet into the landing roll, the aircraft began to veer to the right departing the right side of runway 31 and eventually impacting a barbed wire fence. The pilot-in-command reported no mechanical difficulties with the aircraft and light and variable winds at the time.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot/passenger's failure to maintain directional control. A contributing factor was the fence.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT PASSENGER

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

Findings

2. (F) OBJECT - FENCE

Factual Information

On June 26, 1999, approximately 0845 Pacific daylight time, a tailwheel equipped Piper PA-22-108, N5059Z, registered to and being operated by a private pilot, was substantially damaged, during a loss of control on landing roll at the Methow Valley State airport, Winthrop, Washington. The pilot and a second pilot-rated passenger were uninjured. Visual meteorological conditions prevailed, and no flight plan had been filed. The flight, which was to have been operated under 14CFR91, originated from the accident airport approximately 0800, and was being conducted as a pre-purchase demonstration for the passenger.

A sheriff's deputy, who responded to the accident and interviewed the pilot/owner, reported that the pilot owner had his aircraft up for sale and that a prospective buyer was test flying the aircraft. The pilot/owner further reported that the prospective buyer was landing the aircraft when it veered to the right, departed the runway and impacted a barbed wire fence. The deputy reported that skid marks on the runway and tire marks in the gravel along the runway's right edge, as well as damage to the fence were consistent with the pilot/owner's description of events.

The deputy also interviewed a witness who reported observing the aircraft touch down on all three wheels simultaneously, veer off the right side of the runway, and tip up on its right side.

The pilot-in-command (owner), who was occupying the left seat, reported that he had a total of 131 hours in make/model out of a total of 196 hours. He also reported that he and the prospective buyer departed on a "trial flight for [the] possible sale of [the] aircraft" and that after some non pattern work he took the controls from the prospective buyer, entered the pattern, and accomplished two touch-and-go landings. During the rollout on the second landing the aircraft was turned over to the prospective buyer who then executed a takeoff and approach to runway 31. The pilot/owner reported that "after being on the ground approx[imately] 75-100 feet, estimated ground speed [of] approx[imately] 45-55 mph, he lost directional control [and] the aircraft veered off the right side of [the] runway and hit a fence line." The owner reported the winds as light and variable and also reported that there was no mechanical malfunction with the aircraft.

Winds at Omak 25 nautical miles east were also reported at 4 knots and variable.

The pilot/passenger (prospective buyer), who had no flight experience in the make/model of aircraft but indicated more than 66 hours of tailwheel experience, reported the following:

"after [a] short local flight, [the] pilot returned to land, [the] first attempt was aborted, [the] second attempt was rough and [a] go around was executed. The third attempt resulted in a ground loop. The aircraft exited the runway environment to the right and impacted a barbed

wire fence, resulting in a nose over. Pilot and passenger exited the aircraft and pushed the aircraft back to the hangar."

Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 20, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	196 hours (Total, all aircraft), 131 hours (Total, this make and model), 137 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5059Z
Model/Series:	PA-22-108 PA-22-108	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-8684
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-235-C1B
Registered Owner:	PALM, MICHAEL, L.	Rated Power:	108 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:	OMK ,1301 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	08:53 Local	Direction from Accident Site:	65°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 7500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(S52)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	METHOW VALLEY STATE S52	Runway Surface Type:	Asphalt
Airport Elevation:	1694 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	5050 ft / 95 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	48.500774,-120.330184(est)

Administrative Information

Investigator In Charge (IIC):	Mccreary, Steven
Additional Participating Persons:	DAVID PURTILL; SPOKANE , WA
Original Publish Date:	November 30, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=46688

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