



Aviation Investigation Final Report

Location:	NORTH LAS VEGAS, Nevada	Accident Number:	LAX00LA351
Date & Time:	September 22, 2000, 17:06 Local	Registration:	N2963P
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During landing, the aircraft veered off the left side of the runway, contacted the runway edge, and collapsed the nose gear. According to the pilot, he unsuccessfully attempted to compensate for a wind gust. The recorded winds at the time of the accident included variable 30-knot gusts between 150 and 210 degrees.

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 the gusty and variable crosswind conditions. Factors were the variable and gusty crosswinds.

Findings

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

Findings

1. WEATHER CONDITION - CROSSWIND
 2. (F) WEATHER CONDITION - VARIABLE WIND
 3. (F) WEATHER CONDITION - GUSTS
 4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

5. AIRPORT/FACILITIES - EXPOSED RUNWAY LIP/EDGE

Occurrence #3: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

6. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

On September 22, 2000, at 1706 hours Pacific daylight time, a Piper PA-22-150, N2963P, collapsed the nose landing gear after contacting the left runway edge while landing at the North Las Vegas, Nevada, airport. The airplane sustained substantial damage; however, neither the certificated private pilot nor the passenger were injured. The airplane was operated as a personal flight by the pilot under 14 CFR Part 91 when the accident occurred. The flight originated from the Reno/Tahoe International Airport, Reno, Nevada, about 1406. Visual meteorological conditions prevailed at the time and no flight plan was filed.

According to the pilot's initial telephone statement, the airplane was landing on runway 25 when the pilot attempted to compensate for a gusting crosswind. The nose wheel contacted the edge of the asphalt runway and collapsed. Subsequent damage included the lower engine cowling, the propeller, and right wing which struck the ground.

The pilot received a flight review 19 days prior to the accident, and had 50 hours in the make and model. According to the Federal Aviation Administration, the pilot accumulated 300 hours of total flight time. A private pilot certificate was issued in March 1991.

Winds at the time of the accident were reported to be from 180 degrees at 20 knots. Gusting winds were also reported as 150 degrees varying to 210 degrees at 30 knots.

A post accident inspection of the airplane revealed that the right wing spar was bent and two ribs were broken. The engine mount displayed several fractures. The propeller and spinner showed evidence of bending and the lower engine cowling was crushed.

The pilot did not provide a NTSB form 6120.1/2, Pilot/Operator Report of Aircraft Accident.

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	February 1, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	September 3, 2000
Flight Time:	300 hours (Total, all aircraft), 50 hours (Total, this make and model), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2963P
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-3236
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2721 Hrs	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320
Registered Owner:	ROBERT E. MITCHELL, SR.	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	VGT,2205 ft msl	Distance from Accident Site:	
Observation Time:	16:47 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.46 inches Hg	Temperature/Dew Point:	28°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RENO, NV (RNO)	Type of Flight Plan Filed:	None
Destination:	North Las Vegas, NV (VGT)	Type of Clearance:	VFR
Departure Time:	14:06 Local	Type of Airspace:	Class D

Airport Information

Airport:	North Las Vegas VGT	Runway Surface Type:	Asphalt
Airport Elevation:	2205 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	5004 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.210353,-115.120452(est)

Administrative Information

Investigator In Charge (IIC):	Crispin, Robert
Additional Participating Persons:	CHARLES W SORRELLS; FAA Flight Standards District Office; Las Vegas, NV
Original Publish Date:	October 24, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50339

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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](#).