



Aviation Investigation Final Report

Location:	Akron, Colorado	Accident Number:	DEN01LA112
Date & Time:	June 6, 2001, 15:00 Local	Registration:	N2970P
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After monitoring ASOS (Automated Surface Observing System), the pilot landed on runway 11. As the airplane slowed, the tail was lowered and the airplane turned into the wind. The airplane departed the left side of the runway and collided with a ditch. Recorded winds were from 030 degrees at 13 knots. The pilot later said she failed to adequately compensate for the left crosswind.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to adequately compensate for wind conditions, resulting in a loss of directional control during landing roll. A contributing factor was the crosswind.

Findings

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

Findings

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

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DITCH

Factual Information

On June 6, 2001, approximately 1500 mountain daylight time, a Piper PA-22-150 (converted to a PA-20-150 with conventional landing gear), N2970P, was substantially damaged when it collided with terrain during landing at Akron-Washington County Airport, Akron, Colorado. The private pilot in command and her private pilot certificated passenger were not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated at Great Bend, Kansas, approximately 1315 central daylight time.

The pilot and her passenger departed Great Bend, Kansas, en route home to Prineville, Oregon, and were stopping at Akron for fuel. After monitoring the Akron ASOS (Automated Surface Observing System), she landed on runway 11. As the airplane slowed, the tail was lowered and the airplane turned left into the wind, departed the left side of the runway and collided with a ditch. Damage consisted of a broken right wing main spar, collapsed right main landing gear, bent propeller, and crushed cowling. Winds recorded at Akron approximately 7 minutes before the accident were from 030 degrees at 13 knots. In a telephone conversation with the pilot shortly after the accident, she said she failed to adequately compensate for the left crosswind.

Pilot Information

Certificate:	Private	Age:	39,Female
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 11, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	December 30, 2000
Flight Time:	384 hours (Total, all aircraft), 112 hours (Total, this make and model), 284 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Information

Certificate:		Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
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--no waivers/lim.	Last FAA Medical Exam:	June 27, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 4, 2000
Flight Time:	194 hours (Total, all aircraft), 83 hours (Total, this make and model), 141 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2970P
Model/Series:	PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-3244
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 15, 2000 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	63 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2648 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Julie Wilson	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:	AKO,4714 ft msl	Distance from Accident Site:	
Observation Time:	15:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	26°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GREAT BEND, KS (GBD)	Type of Flight Plan Filed:	None
Destination:	PRINEVILLE, OR (S39)	Type of Clearance:	None
Departure Time:	13:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	AKRON-WASHINGTON CO AKO	Runway Surface Type:	Asphalt
Airport Elevation:	4714 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	7000 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	40.159626,-103.209732(est)

Administrative Information

Investigator In Charge (IIC): Scott, Arnold

Additional Participating Persons:

Original Publish Date: September 19, 2001

Last Revision Date:

Investigation Class: [Class](#)

Note: The NTSB traveled to the scene of this accident.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=52433>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).