



# Aviation Investigation Final Report

<b>Location:</b>	Lewistown, Montana	<b>Accident Number:</b>	SEA01LA124
<b>Date &amp; Time:</b>	July 1, 2001, 12:30 Local	<b>Registration:</b>	N3251Z
<b>Aircraft:</b>	Piper PA-22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that shortly after departure the airplane settled back on to the runway. The pilot attempted to maneuver the airplane back into the air; however, the airplane again began to settle back toward the runway and the pilot aborted the takeoff. He reported that when the aircraft touched down, it veered to the right. The pilot stated that when he applied brakes, the airplane "spun around" and the left main gear collapsed. The airplane came to rest in a wheat field adjacent the departure runway.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Pilot's failure to maintain directional control of the aircraft while landing.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
2. STALL/MUSH

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING

Findings

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #3: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR - OVERLOAD

## Factual Information

On July 1, 2001, about 1230 Mountain daylight time, a tail wheel-equipped Piper PA-22, N3251Z, sustained substantial damage during an aborted takeoff from Lewistown Municipal Airport, Lewistown, Montana. The airplane is registered to the pilot and was being operated as a personal/pleasure flight under the provisions of Title 14, CFR Part 91, when the accident occurred. The private pilot, and the one passenger aboard the airplane were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the cross-country flight.

The pilot submitted a written statement to the National Transportation Safety Board dated July 9, and reported that shortly after departure the airplane settled back on to the runway. The pilot attempted to maneuver the airplane back into the air; however, the airplane again began to settle back toward the runway and the pilot aborted the takeoff. He reported that when the aircraft touched down, it veered to the right of runway centerline. The pilot stated that when he applied brakes, the airplane "spun around" and the left main gear collapsed. The airplane came to rest in a wheat field adjacent to the departure runway.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49, 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>	Airplane	<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--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 14, 2000
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 26, 2001
<b>Flight Time:</b>	325 hours (Total, all aircraft), 17 hours (Total, this make and model), 237 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 17 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N3251Z
<b>Model/Series:</b>	PA-22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-7199
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 10, 2001 Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1981 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	Robert W. Garniss	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	lwt,4167 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	11:54 Local	<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>	0 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.07 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	LEWISTOWN, MT (LWT )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lewistown, MT (LWT )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	12:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	LEWISTOWN MUNI LWT	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4167 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6100 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	47.009952,-109.339187(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	HOGENSON, DENNIS
<b>Additional Participating Persons:</b>	Leo V Wadekamper; FAA - FSDO; Helena, MT
<b>Original Publish Date:</b>	August 26, 2003
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=52687">https://data.ntsb.gov/Docket?ProjectID=52687</a>

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](#).