



Aviation Investigation Final Report

Location:	South Woodstock, Connecticut	Accident Number:	NYC03LA064
Date & Time:	March 8, 2003, 13:00 Local	Registration:	N7342D
Aircraft:	Piper PA-22/20-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A private pilot landed his tail wheel configured airplane on the runway. The airplane subsequently drifted left into a snowbank, and nosed over. The private pilot reported the right main wheel hydroplaned on the runway, while the left wheel grabbed and the airplane turned left. A pilot rated passenger reported he did not remember feeling a deceleration like braking. He thought the airplane slowly drifted left and contacted the snow bank on the side. The private pilot also reported that the runway which was 75 feet wide had only been plowed to a width of about 50 feet.

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

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

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

Phase of Operation: LANDING - ROLL

Findings

2. TERRAIN CONDITION - SNOWBANK

Factual Information

On March 8, 2003, about 1300 eastern standard time, a Piper PA-22/20-150, N7342D, was substantially damaged while landing at Woodstock Airport, South Woodstock, Connecticut. The private pilot/owner and pilot rated passenger were not injured. Visual meteorological conditions prevailed for the personal flight. No flight plan had been filed for the local flight that was conducted under 14 CFR Part 91.

The private pilot reported that his airplane was originally delivered as a PA-22-150, with tricycle landing gear. It was subsequently modified to a tailwheel configuration and was designated a PA-22/20-150. The private pilot had been performing takeoffs and landings, and the accident occurred at the completion of the last landing, as the airplane was rolling on the runway with the tailwheel on the ground. He further reported:

"Landing 01 to north, a 3 point landing. Starting rollout went through some water from melted snow, and the right wheel seemed to hydroplane, not grabbing as much as the left one. Went to the left a little and go into some snow that pulled us to the left."

When interviewed, the private pilot reported that the runway, which was about 75 feet wide, had not been plowed to full width. The private pilot estimated the width of the plowed area as 50 feet.

The pilot rated passenger reported that he did not remember feeling a deceleration consistent with the application of brakes. He said that due to the tail wheel configuration of the airplane, he could not see over the nose of the airplane to the left side, and was not aware of the proximity of the airplane to the snow bank on the left side of the runway. However, he believed the airplane gradually drifted left and contacted a snow bank on the left side of the runway. He added that the airplane only deviated about 10 degrees from runway heading. The airplane tilted about 5 degrees to the right when it contact the snow bank and then tilted the other way after it had passed over the snow bank. The airplane was going about 8 miles per hours when it nosed over.

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 None	Last FAA Medical Exam:	March 3, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 7, 2003
Flight Time:	540 hours (Total, all aircraft), 22 hours (Total, this make and model), 520 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7342D
Model/Series:	PA-22/20-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-5131
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 10, 2003 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	0.86 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1589.35 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	On file	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PVD,120 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	13:51 Local	Direction from Accident Site:	130°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	5°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	South Woodstock, CT (64CT)	Type of Flight Plan Filed:	None
Destination:	South Woodstock, CT (64CT)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Woodstock Airport 64CT	Runway Surface Type:	Asphalt
Airport Elevation:	465 ft msl	Runway Surface Condition:	Snow
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	2200 ft / 75 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:	41.254722,-71.952774

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons: Jose S Santos; Federal Aviation Administration; Windsor Locks, CT

Original Publish Date: March 2, 2004

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=56607>

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