



Aviation Investigation Final Report

Location:	Roanoke, Virginia	Accident Number:	NYC03LA105
Date & Time:	May 12, 2003, 16:30 Local	Registration:	CFKLW
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was landing on runway 24, when the airplane experienced a wind gust just after touchdown. The airplane became airborne again and departed the left side of the runway. The airplane impacted on a taxiway, which damaged the horizontal stabilizer, vertical stabilizer, rudder, right elevator, and portions of the fuselage. The pilot did not report any mechanical malfunctions. Winds reported at the airport about the time of the accident, were from 290 degrees at 19 knots, with 30 knot gusts.

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 winds, and failure to maintain directional control. A factor in this accident was the gusty wind conditions.

Findings

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

Findings

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

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On May 12, 2003, about 1630 eastern daylight time, a Piper PA-22-150, Canadian registry CFKLW, was substantially damaged while landing at the Roanoke Regional Airport, Roanoke, Virginia. The foreign certificated pilot was not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the personal flight conducted under 14 CFR Part 91.

The airplane was owned by the pilot, and had been converted from a tri-cycle to tail-wheel landing gear configuration.

The pilot reported he was landing on runway 24, a 6,800-foot long, 150-foot wide, asphalt runway, when he experienced a wind gust, just after touchdown. The airplane became airborne again, turned sideways, and departed the left side of the runway. The airplane impacted on a taxiway, which damaged the horizontal stabilizer, vertical stabilizer, rudder, right elevator, and portions of the fuselage.

The pilot stated he did not experience any mechanical malfunctions with the airplane.

The pilot reported 1,800 hours of total flight experience, which included about 1,000 hours in make and model.

Winds reported at the airport about the time of the accident, were from 290 degrees at 19 knots, with 30 knot gusts.

Pilot Information

Certificate:	Private	Age:	78, Male
Airplane Rating(s):	Single-engine land	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 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 3, 2003
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1800 hours (Total, all aircraft), 1000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	CFKLW
Model/Series:	PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	6190
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 25, 2003 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5788 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	150-A1A
Registered Owner:	Allen Hickey	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:	ROA, 1175 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:30 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:		Visibility:	10 miles
Lowest Ceiling:	Broken / 7500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	19 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.78 inches Hg	Temperature/Dew Point:	19°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AUGUSTA, GA (DNL)	Type of Flight Plan Filed:	None
Destination:	Roanoke, VA (ROA)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class C

Airport Information

Airport:	Roanoke Regional Airport ROA	Runway Surface Type:	Asphalt
Airport Elevation:	1175 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	6800 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.325279,-79.97528

Administrative Information

Investigator In Charge (IIC): Schiada, Luke
Additional Participating Persons: Margaret Morrison; Richmond, VA

Original Publish Date: February 5, 2004

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=56980>

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