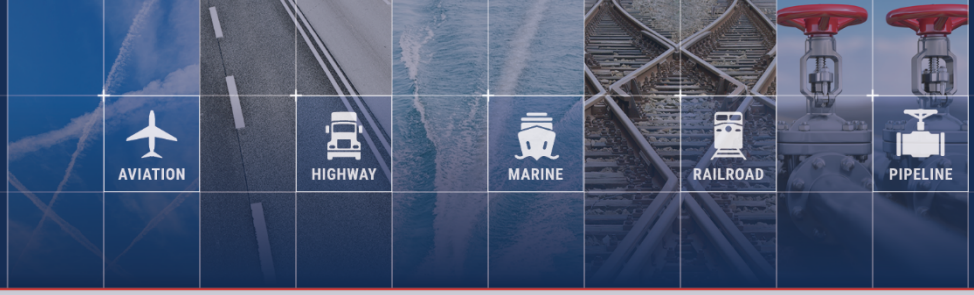


# Aviation Investigation Final Report

| | | | |
|---|---|---|---|
| **Location:** | Minden, Nevada | **Accident Number:** | LAX04CA189 |
| **Date & Time:** | April 18, 2004, 09:30 Local | **Registration:** | N6062D |
| **Aircraft:** | Piper PA-22-150 | **Aircraft Damage:** | Substantial |
| **Defining Event:** | | **Injuries:** | 1 None |
| **Flight Conducted Under:** | Part 91: General aviation - Personal | | |

## Analysis

The pilot lost directional control, and the airplane veered off the runway and collided with terrain while on the landing roll. While on the downwind leg of the approach, the pilot observed the airport's tetrahedron indicating winds from a northerly direction. On short final, after crossing the runway threshold, he noted the windsock at the end of the runway indicated calm conditions. He configured with full flaps, and attempted a three-point landing. During the flare, the airplane was displaced about 10 to 15 feet to the right of centerline by a wind gust. The airplane touched down about 45 miles per hour and began to veer to the left. The airplane continued an arc, off the left side of the runway. The pilot applied full right rudder and brake pressure, while inputting left aileron, in an effort to counteract the veer. The airplane departed the left side of the runway, and encountered a depression in the terrain. The right main landing gear collapsed and the right wing impacted terrain. The pilot stated that he thought the accident could have been prevented if he had added full power when the airplane was initially displaced during touchdown. He reported that the winds at the time of the accident were calm with 15-knot gusts. The pilot reported no preimpact mechanical malfunctions or failures with the airplane.

## 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 wind conditions and failure to maintain directional control of the airplane, resulting in a collision with terrain.

## 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
4. (C) GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings
5. TERRAIN CONDITION - DITCH

## Factual Information

On April 18, 2004, about 0930 Pacific daylight time, a Piper PA-22-150, N6062D, experienced a loss of directional control and collided with terrain while on the landing roll at the Minden-Tahoe Airport, Minden, Nevada. The pilot/owner was operating the airplane under the provisions of 14 CFR Part 91. The private pilot, the sole occupant, was not injured; the airplane sustained substantial damage. The personal local flight departed Minden about 0825. Day visual meteorological conditions prevailed, and a flight plan had not been filed.

In a written statement, the pilot reported that he departed runway 12 with erratic, light wind conditions with strong gusts. During the local flight, he monitored wind conditions at the airport via the automated weather observation system (AWOS). Upon returning to the airport, about 0915, winds were reported calm. He opted to land on runway 34, the favored runway in calm wind conditions. While on the downwind leg of the approach, he observed the airport's tetrahedron indicating winds from a northerly direction. On short final, after crossing the runway threshold, he noted the windsock at the end of the runway indicated calm conditions.

The pilot configured the airplane with full flaps, and attempted a three-point landing. During the flare, a wind gust displaced the airplane about 10 to 15 feet to the right of centerline. The airplane touched down about 45 miles per hour and began to veer to the left. The airplane continued an arc, off the left side of the runway. The pilot applied full right rudder and brake pressure, while inputting left aileron, in an effort to counteract the veer. The airplane departed the left side of the runway, and encountered a depression in the terrain. The right main landing gear collapsed and the right wing impacted terrain.

The pilot stated that he thought the accident could have been prevented if he had added full power when the airplane was initially displaced during touchdown. He reported that the winds at the time of the accident were calm with 15-knot gusts. The pilot reported no preimpact mechanical malfunctions or failures with the airplane.

## Pilot Information

| | | | |
|---|---|---|---|
| **Certificate:** | Private | **Age:** | 59,Male |
| **Airplane Rating(s):** | Single-engine land | **Seat Occupied:** | |
| **Other Aircraft Rating(s):** | Glider | **Restraint Used:** | |
| **Instrument Rating(s):** | Airplane | **Second Pilot Present:** | |
| **Instructor Rating(s):** | | **Toxicology Performed:** | No |
| **Medical Certification:** | Class 3 | **Last FAA Medical Exam:** | January 27, 2003 |
| **Occupational Pilot:** | | **Last Flight Review or Equivalent:** | |
| **Flight Time:** | 801 hours (Total, all aircraft), 168 hours (Total, this make and model), 21 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft) | | |

## Aircraft and Owner/Operator Information

| | | | |
|---|---|---|---|
| **Aircraft Make:** | Piper | **Registration:** | N6062D |
| **Model/Series:** | PA-22-150 | **Aircraft Category:** | Airplane |
| **Year of Manufacture:** | | **Amateur Built:** | |
| **Airworthiness Certificate:** | Normal | **Serial Number:** | 22-4715 |
| **Landing Gear Type:** | Tailwheel | **Seats:** | |
| **Date/Type of Last Inspection:** | | **Certified Max Gross Wt.:** | |
| **Time Since Last Inspection:** | | **Engines:** | 1 Reciprocating |
| **Airframe Total Time:** | | **Engine Manufacturer:** | Lycoming |
| **ELT:** | | **Engine Model/Series:** | O-320 |
| **Registered Owner:** | James and Pamela Plake | **Rated Power:** | |
| **Operator:** | James Plake | **Operating Certificate(s) Held:** | None |

## Meteorological Information and Flight Plan

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|---|---|---|---|
| **Conditions at Accident Site:** | Visual (VMC) | **Condition of Light:** | Day |
| **Observation Facility, Elevation:** | | **Distance from Accident Site:** | |
| **Observation Time:** | | **Direction from Accident Site:** | |
| **Lowest Cloud Condition:** | | **Visibility** | |
| **Lowest Ceiling:** | | **Visibility (RVR):** | |
| **Wind Speed/Gusts:** | / | **Turbulence Type Forecast/Actual:** | / |
| **Wind Direction:** | | **Turbulence Severity Forecast/Actual:** | / |
| **Altimeter Setting:** | | **Temperature/Dew Point:** | |
| **Precipitation and Obscuration:** | | | |
| **Departure Point:** | Minden, NV (MEV ) | **Type of Flight Plan Filed:** | None |
| **Destination:** | Minden, NV (MEV ) | **Type of Clearance:** | None |
| **Departure Time:** | | **Type of Airspace:** | Class G |

## Airport Information

| | | | |
|---|---|---|---|
| **Airport:** | Minden-Tahoe Airport MEV | **Runway Surface Type:** | |
| **Airport Elevation:** | | **Runway Surface Condition:** | |
| **Runway Used:** | 34 | **IFR Approach:** | None |
| **Runway Length/Width:** | | **VFR Approach/Landing:** | |

## Wreckage and Impact Information

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|---|---|---|---|
| **Crew Injuries:** | 1 None | **Aircraft Damage:** | Substantial |
| **Passenger Injuries:** | | **Aircraft Fire:** | None |
| **Ground Injuries:** | N/A | **Aircraft Explosion:** | |
| **Total Injuries:** | 1 None | **Latitude, Longitude:** | 39.000278,-119.750556 |

## Administrative Information

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|---|---|
| **Investigator In Charge (IIC):** | Jones, Patrick |
| **Additional Participating Persons:** | Federal Aviation Administration; Reno, NV |
| **Original Publish Date:** | June 30, 2004 |
| **Last Revision Date:** | |
| **Investigation Class:** | Class |
| **Note:** | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| **Investigation Docket:** | https://data.ntsb.gov/Docket?ProjectID=59091 |