



# Aviation Investigation Final Report

<b>Location:</b>	Lewiston, Idaho	<b>Accident Number:</b>	SEA05LA039
<b>Date &amp; Time:</b>	January 21, 2005, 11:15 Local	<b>Registration:</b>	N1535A
<b>Aircraft:</b>	Piper PA-20	<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 during the three point landing on runway 11, the aircraft encountered a gust of wind from the left side which raised the left wing and moved the aircraft to the right. The pilot was unable to maintain directional control by applying corrections with rudder, aileron and braking action. The aircraft exited the runway surface where the right main landing gear collapsed when the aircraft traveled over the soft surface. The right wing contacted the runway surface, damaging the wing spar. The current surface observation was reporting a wind from 50 degrees at seven knots. Visibility was 10 miles and clear.

## 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 during the landing roll. Wind gusts and the pilot's inadequate compensation for wind conditions were factors.

### Findings

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

#### Findings

1. (F) WEATHER CONDITION - GUSTS

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

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

Findings

- 4. TERRAIN CONDITION - SOFT

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Occurrence #3: GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

## Factual Information

On January 21, 2005, about 1115 Pacific standard time, a Piper PA-20, N1535A, registered to and flown by the pilot as a 14 CFR Part 91 personal flight, ground looped the aircraft during the landing roll and collapsed the right main landing gear. Visual meteorological conditions prevailed at the time and no flight plan was filed for the local flight. The aircraft was substantially damaged, and the private pilot and pilot rated passenger were not injured.

The pilot reported that during the three point landing on runway 11, the aircraft encountered a gust of wind from the left side which raised the left wing and moved the aircraft to the right. The pilot was unable to maintain directional control by applying corrections with rudder, aileron and braking action. The aircraft exited the runway surface where the right main landing gear collapsed when the aircraft traveled over the soft surface. The right wing contacted the runway surface, damaging the wing spar.

At 1056, the Lewiston surface observation was reporting a wind from 50 degrees at seven knots. Visibility was 10 miles and clear.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	October 5, 2004
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	April 17, 2004
<b>Flight Time:</b>	2250 hours (Total, all aircraft), 875 hours (Total, this make and model), 2250 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N1535A
<b>Model/Series:</b>	PA-20	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20-731
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 14, 2004 Annual	<b>Certified Max Gross Wt.:</b>	1850 lbs
<b>Time Since Last Inspection:</b>	18 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3107 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-E2D
<b>Registered Owner:</b>	Coy R. Getman	<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>	LWS,1438 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	10:56 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>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.18 inches Hg	<b>Temperature/Dew Point:</b>	11°C / 3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Lewiston, ID (LWS )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:11 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Lewiston-Nez Perce Co. LWS	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1438 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	11	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5001 ft / 100 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<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>	46.379722,-117

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eckrote, Debra
<b>Additional Participating Persons:</b>	John H Phillips; FAA-FSDO; Spokane, WA
<b>Original Publish Date:</b>	June 8, 2005
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=60907">https://data.ntsb.gov/Docket?ProjectID=60907</a>

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