



Aviation Investigation Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Nome, Alaska | Accident Number: | ANC05CA091 |
| Date & Time: | July 4, 2005, 08:45 Local | Registration: | N7440K |
| Aircraft: | Piper PA-20 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The private pilot was landing on a ridgeline, which required a correction for a right crosswind. During the landing roll, a gust of wind lifted the right wing, and the pilot applied full right aileron and full engine power in an attempt to abort the landing. During the aborted landing, the right main landing gear collapsed, and the airplane nosed over. The pilot noted that there were no preaccident mechanical anomalies 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 wind conditions during the landing roll, which resulted

in the collapse of the main landing gear, and a nose over. A factor associated with the accident was a crosswind.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ABORTED

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ABORTED

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On July 4, 2005, about 0845 Alaska daylight time, a tundra tire-equipped Piper PA-20 airplane, N7440K, sustained structural damage during an aborted landing at an off airport site, located about 47 miles northeast of Nome, Alaska. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. The private pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. The flight originated at the Nome City Airfield, about 0800, and no flight plan was filed.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on July 5, the pilot reported that he was landing to the northwest, on a ridgeline, which required a correction for a right crosswind from the north. The pilot stated that during the landing roll a gust of wind lifted the right wing, and he applied full right aileron and full engine power in an attempt to abort the landing. During the aborted landing, the right main landing gear collapsed, and the airplane nosed over. The pilot noted that there were no preaccident mechanical anomalies with the airplane.

Pilot Information

| | | | |
|----------------------------------|--|--|------------------|
| Certificate: | Private | Age: | 47, 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 Without waivers/limitations | Last FAA Medical Exam: | December 1, 2004 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | August 1, 2004 |
| Flight Time: | 187 hours (Total, all aircraft), 134 hours (Total, this make and model), 144 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|---------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N7440K |
| Model/Series: | PA-20 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 20-351 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | June 1, 2005 Annual | Certified Max Gross Wt.: | 1800 lbs |
| Time Since Last Inspection: | 17 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2690.83 Hrs at time of accident | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | O-290-D2 |
| Registered Owner: | Anthony C. Parsons | Rated Power: | 135 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: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | | Visibility | |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | / 17 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 360° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 11°C |
| Precipitation and Obscuration: | | | |
| Departure Point: | Nome , AK (94Z) | Type of Flight Plan Filed: | None |
| Destination: | Nome, AK | Type of Clearance: | None |
| Departure Time: | 08:00 Local | Type of Airspace: | |

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: | 64.5,-165.433334 |

Administrative Information

Investigator In Charge (IIC): Johnson, Clinton

Additional Participating Persons:

Original Publish Date: December 20, 2005

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.nts.gov/Docket?ProjectID=62022>

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](#).