



Aviation Investigation Final Report

Location:	Drayton, North Dakota	Accident Number:	CHI06CA114
Date & Time:	April 12, 2006, 12:00 Local	Registration:	N2555P
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The tailwheel airplane, piloted by a student pilot, veered off runway 35 during takeoff after the wind lifted the wing of the airplane. Recorded winds, 12 nautical miles northeast of the accident airport, were 290 degrees at 21 knots with gusts of 25 knots. There was no record of a student pilot endorsement for solo flight.

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 takeoff. A related factor was the high wind condition.

Findings

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

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On April 12, 2006, at 1200 central daylight time, a Piper PA-22-150, N2555P, owned and piloted by a student pilot, received substantial damage on impact with terrain during takeoff when the airplane veered off runway 35 (2,600 feet by 60 feet) at Drayton Municipal Airport (D29), Drayton, North Dakota. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight was not operating on a flight plan. The pilot was uninjured. The flight was departing at the time of the accident and was returning to Hallock Municipal Airport (HCO), Hallock, Minnesota.

The pilot stated that the wind lifted the wing but by the time he was able to get the wing lowered, the airplane skidded off the eastern edge of the runway.

The HCO Automated Weather Observing System, located 12 nautical miles northeast of D29, recorded at 1156, wind 290 degrees at 21 knots with gusts of 25 knots.

According to the on-scene Federal Aviation Administration inspector, the pilot stated that his wallet containing his airman medical certificate fell into the water at the accident site, and the pilot had no idea if it had a current student solo endorsement. When the pilot was asked who his instructor was, he responded by saying that he did not remember.

The last entry in the pilot's logbook was dated January 27, 2006, with the following entry: "intro to multiengine." The two previous entries were dated June 26, 2004, and July 18, 2003. The logbook did not contain a current student solo endorsement.

Pilot Information

Certificate:	Student	Age:	54, Male
Airplane Rating(s):	None	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	May 1, 2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	35 hours (Total, all aircraft), 20 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2555P
Model/Series:	PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-2889
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:	Textron Lycoming
ELT:		Engine Model/Series:	O-320
Registered Owner:	Pilot	Rated Power:	
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:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Hallock, MN (HCO)	Type of Flight Plan Filed:	None
Destination:	Drayton, ND (D29)	Type of Clearance:	VFR
Departure Time:		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:	
Total Injuries:	1 None	Latitude, Longitude:	48.618331,-97.175834

Administrative Information

Investigator In Charge (IIC): Gallo, Mitchell

Additional Participating Persons:

Original Publish Date: July 31, 2006

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=63649>

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