



Aviation Investigation Final Report

Location:	Blaine, Washington	Accident Number:	SEA07LA038
Date & Time:	December 22, 2006, 14:25 Local	Registration:	N7124D
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that he was doing touch-and-go landings, and on his third takeoff, the airplane's engine lost power. He performed a forced landing to rough and soft ground. During the landing roll, the nose landing gear collapsed and the airplane nosed over. The airplane's left wing strut, left wing spar, and rudder were bent. The reason for the loss of engine power was not determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power for undetermined reasons. Factors were the unsuitable rough/uneven terrain.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN
3. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On December 22, 2006, at approximately 1425 Pacific standard time, a Piper PA-22-150, N7124D, was substantially damaged when it nosed over during a forced landing attempt near Blaine, Washington. The private pilot, the sole occupant of the aircraft, was not injured. The pilot/owner was operating the airplane under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the local flight, which was originating at the time of the accident. A flight plan had not been filed.

The pilot said that he was doing touch-and-go landings, and on his third takeoff, the airplane's engine lost power. He performed a forced landing to rough and soft ground, the nose landing gear collapsed, and the airplane nosed over during the landing roll. The airplane's left wing strut, left wing spar, and rudder were bent.

The reason for the loss of engine power was not determined.

Pilot Information

Certificate:	Private	Age:	59, 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:	June 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 1, 2005
Flight Time:	340 hours (Total, all aircraft), 36 hours (Total, this make and model), 258 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7124D
Model/Series:	PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-4984
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 1, 2006 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2127 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Kenneth P. Littlejohn	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:	BLI,170 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	7000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.29 inches Hg	Temperature/Dew Point:	6°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Blaine, WA (4W6)	Type of Flight Plan Filed:	None
Destination:	(4W6)	Type of Clearance:	None
Departure Time:	14:25 Local	Type of Airspace:	

Airport Information

Airport:	Blaine Municipal Airport 4W6	Runway Surface Type:	Asphalt
Airport Elevation:	75 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	2539 ft / 40 ft	VFR Approach/Landing:	Traffic pattern

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:	48.990001,-122.732498

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	Ove Larsen; FAA FSDO; Seattle, WA
Original Publish Date:	June 27, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=65206

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