



Aviation Investigation Final Report

Location:	Soldotna, Alaska	Accident Number:	ANC07CA030
Date & Time:	April 24, 2007, 09:30 Local	Registration:	N3579A
Aircraft:	Piper PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private certificated pilot was landing a tailwheel-equipped airplane while practicing touch-and-go landings, which required a correction for a left crosswind, during a Title 14, CFR Part 91 personal flight. During touchdown, the pilot inadvertently allowed the airplane to veer to the right, and he applied takeoff power in an attempt to abort the landing. The pilot said that after he applied takeoff power, the veer worsened, and he reduced power in an attempt to stop the airplane. The airplane subsequently went off the right side of the runway, encountered a muddy berm, and nosed over. The airplane sustained structural damage to the wing lift struts and empennage. 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 failure to compensate for a crosswind during the landing roll, which resulted in a loss of control, an encounter with a muddy berm, and a nose over. A factor in 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
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - BERM

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

The private certificated pilot was landing a tailwheel-equipped airplane while practicing touch-and-go landings, which required a correction for a left crosswind, during a Title 14, CFR Part 91 personal flight. During touchdown, the pilot inadvertently allowed the airplane to veer to the right, and he applied takeoff power in an attempt to abort the landing. The pilot said that after he applied takeoff power, the veer worsened, and he reduced power in an attempt to stop the airplane. The airplane subsequently went off the right side of the runway, encountered a muddy berm, and nosed over. The airplane sustained structural damage to the wing lift struts and empennage. The pilot noted that there were no preaccident mechanical anomalies with the airplane.

Pilot Information

Certificate:	Private	Age:	62, 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:	May 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 1, 2007
Flight Time:	357 hours (Total, all aircraft), 2 hours (Total, this make and model), 310 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3579A
Model/Series:	PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-1854
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 1, 2006 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4263 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Stephen D. McIntosh	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Few / 6000 ft AGL	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	4°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Soldotna, AK	Type of Flight Plan Filed:	None
Destination:	Soldotna, AK (SXQ)	Type of Clearance:	None
Departure Time:	09:20 Local	Type of Airspace:	

Airport Information

Airport:	SOLDOTNA SXQ	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	5000 ft / 132 ft	VFR Approach/Landing:	Touch and go

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:	60.475555,-151.033889

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	Dan Larson; Federal Aviation Administration; Anchorage , AK
Original Publish Date:	June 27, 2007
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=65634

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