



Aviation Investigation Final Report

Location:	Scribner, Nebraska	Accident Number:	CHI07CA251
Date & Time:	July 20, 2007, 13:30 Local	Registration:	N4802H
Aircraft:	Piper PA-17	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot lost control during landing on runway 17 (4,200 feet by 75 feet, concrete). The pilot stated that upon return from a local flight he noticed that the prevailing east wind had increased and he selected runway 17 for landing. He reported the airplane touched down; however, it lifted off again. He stated, "When it came down the second time [it] wasn't in line with the runway because of the strong east wind." He applied full rudder and subsequently right brake but was unable to regain control. He reported that application of the brake may have been excessive. The landing gear collapsed substantially damaging the airframe. The pilot noted, "The 20 -25 mph wind from the east was too much for me that day." The pilot reported winds from 090 degrees at 20 knots, gusting to 25 knots, at the time of the accident. The pilot reported no failures or malfunctions associated with the aircraft prior to the accident.

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 landing. A contributing factor was the gusting crosswind condition.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. (F) WEATHER CONDITION - CROSSWIND
 3. (F) WEATHER CONDITION - GUSTS
 4. TERRAIN CONDITION - GROUND
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Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING

Findings

5. LANDING GEAR - OVERLOAD

Factual Information

The airplane was substantially damaged when the pilot lost control during landing on runway 17 (4,200 feet by 75 feet, concrete) and the landing gear collapsed. The pilot stated that upon return from a local flight he noticed that the prevailing east wind had increased and he selected runway 17 for landing. He reported the airplane touched down, however, it lifted off again. He stated: "When it came down the second time [it] wasn't in line with the runway because of the strong east wind." He applied full rudder and subsequently right brake but was unable to regain control. He reported that application of the brake may have been excessive. The landing gear collapsed substantially damaging the airframe. The pilot noted: "The 20 -25 mph wind from the east was too much for me that day." The pilot reported winds from 090 degrees at 20 knots, gusting to 25 knots, at the time of the accident. Weather conditions were not recorded at the accident airport. At 1330, wind conditions recorded at a nearby airport located 11 miles southeast of the accident airport, were from 100 degrees at 8 knots. At 1350, recorded winds were from 120 degrees at 5 knots, gusting to 14 knots. The pilot reported no failures or malfunctions associated with the aircraft prior to the accident. Federal Aviation Administration records indicated that the pilot had been denied an airman medical certificate in September 1990. His commercial pilot certificate had subsequently been revoked due to operating an aircraft without a valid medical certificate.

Pilot Information

Certificate:	None	Age:	64, Male
Airplane Rating(s):	None	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:	None None	Last FAA Medical Exam:	September 1, 1990
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft), 800 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4802H
Model/Series:	PA-17	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17-100
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 1, 2006 Annual	Certified Max Gross Wt.:	1150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2600 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	A-65-8
Registered Owner:	On file	Rated Power:	65 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FET,1325 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	13:30 Local	Direction from Accident Site:	120°
Lowest Cloud Condition:	Scattered / 5500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	27°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Scribner, NE (SCB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	

Airport Information

Airport:	Scribner State SCB	Runway Surface Type:	Concrete
Airport Elevation:	1325 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4200 ft / 75 ft	VFR Approach/Landing:	Full stop

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:	41.610279,-96.629997

Administrative Information

Investigator In Charge (IIC):	Sorensen, Timothy
Additional Participating Persons:	Robert Johnson; FAA-Lincoln FSDO; Lincoln, NE
Original Publish Date:	October 31, 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=66552

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