



Aviation Investigation Final Report

Location:	Three Forks, Montana	Accident Number:	SEA08CA102
Date & Time:	April 3, 2008, 17:05 Local	Registration:	N1139C
Aircraft:	Piper PA-22/20	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was landing the tailwheel equipped airplane in a crosswind on runway 20 and reported that during the landing roll, "...a sudden gust from the west lifted the right wing and landing gear." As the pilot attempted to correct the situation, the airplane's left main landing gear strut collapsed, and the left wing struck the runway surface. The airplane received structural damage to left wing and fuselage. The wind at the time of the accident was from 110 degrees at 10 knots. No mechanical malfunctions were reported.

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 landing. A gusting crosswind was a contributing factor.

Findings

Environmental issues	Crosswind - Not specified
Environmental issues	Gusts - Not specified
Aircraft	Crosswind correction - Not attained/maintained
Environmental issues	(general) - Not specified

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	April 1, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	440 hours (Total, all aircraft), 70 hours (Total, this make and model), 46 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1139C
Model/Series:	PA-22/20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-975
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:	Lycoming
ELT:		Engine Model/Series:	O-320
Registered Owner:	Douglas S. Cairns	Rated Power:	
Operator:	Douglas S. Cairns	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	9S5,3893 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	16:45 Local	Direction from Accident Site:	10°
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Townsend, MT (8U8)	Type of Flight Plan Filed:	None
Destination:	Three Forks , MT (9S5)	Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	

Airport Information

Airport:	Three Forks 9S5	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	5100 ft / 60 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:	45.882499,-111.563888

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	Federal Aviation Administration; Helena, MT
Original Publish Date:	May 28, 2008
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=67762

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