



Aviation Investigation Final Report

Location:	Peyton, Colorado	Accident Number:	DFW08CA181
Date & Time:	July 4, 2008, 09:30 Local	Registration:	N1264C
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 reported that during the landing roll, the tailwheel-equipped airplane's left main gear began to shake violently and a pronounced wobble was observed with the left wheel. The airplane then began to swerve to the right. The pilot attempted to arrest the swerve to no avail. The left main landing gear subsequently collapsed, and the left wing sustained substantial damage. The pilot further reported that the winds were calm at the time of the accident. Post accident inspection of the landing gear did not determine if there was a mechanical failure or malfunction.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Landing gear collapse during the landing roll for undetermined reasons.

Findings

Not determined	(general) - Unknown/Not determined
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Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Landing gear collapse

Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 1, 2007
Flight Time:	1288 hours (Total, all aircraft), 12 hours (Total, this make and model), 1232 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1264C
Model/Series:	PA-22/20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-1060
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	December 1, 2007 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2332 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-290-D2
Registered Owner:	Michael Rulo	Rated Power:	135 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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Peyton, CO (00V)	Type of Flight Plan Filed:	None
Destination:	Peyton, CO	Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	

Airport Information

Airport:	MEADOW LAKE 00V	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	6000 ft / 60 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:	38.945556,-104.569725

Administrative Information

Investigator In Charge (IIC):	LeBaron, Timothy
Additional Participating Persons:	John Berens; FAA FSDO; Denver, CO
Original Publish Date:	September 26, 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=68410

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).