



Aviation Investigation Final Report

Location:	Pahrump, Nevada	Accident Number:	WPR11CA030
Date & Time:	October 27, 2010, 12:00 Local	Registration:	N7807D
Aircraft:	Piper PA-22-150	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 he had recently purchased the airplane and was practicing full stall [stop?] landings in the tailwheel-equipped airplane. During his sixth landing of the day, he decided to try a wheel landing. As the airplane touched down, it was responding erratically and pulled to the left toward the runway edge lights. The pilot attempted to abort the landing by applying full throttle; however, the airplane exited the runway edge and the left main landing gear struck sage brush. The airplane subsequently ground looped, which resulted in substantial damage to the left wing and fuselage. The pilot stated that examination of the runway revealed a long curved skid mark from the left main landing gear, as if he were touching the brake. The pilot reported that there were no preaccident mechanical malfunctions 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 inadvertent activation of brakes upon touchdown, resulting in a loss of directional control.

Findings

Aircraft	Directional control - Not attained/maintained
Aircraft	Brake - Unnecessary use/operation
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Commercial	Age:	74, 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:	February 20, 2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	850 hours (Total, all aircraft), 200 hours (Total, this make and model), 800 hours (Pilot In Command, 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:	N7807D
Model/Series:	PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-5451
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	October 20, 2010 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2456 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320 SERIES
Registered Owner:	On file	Rated Power:	180 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:	DRA,3314 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	355°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.28 inches Hg	Temperature/Dew Point:	13°C / -12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pahrump, NV (NV74)	Type of Flight Plan Filed:	None
Destination:	Pahrump, NV (NV74)	Type of Clearance:	None
Departure Time:	11:54 Local	Type of Airspace:	

Airport Information

Airport:	Calvada Meadows Airport NV74	Runway Surface Type:	Asphalt;Gravel
Airport Elevation:	2726 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	5200 ft / 150 ft	VFR Approach/Landing:	Full stop;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:	36.270832,-115.995002(est)

Administrative Information

Investigator In Charge (IIC):	Cawthra, Joshua
Additional Participating Persons:	Mark X Hutton; Federal Aviation Administration; Las Vegas, NV
Original Publish Date:	March 16, 2011
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=77689

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).