



# Aviation Investigation Final Report

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<b>Location:</b>	Stratford, Connecticut	<b>Accident Number:</b>	ERA15LA356
<b>Date &amp; Time:</b>	September 7, 2015, 13:15 Local	<b>Registration:</b>	N7708P
<b>Aircraft:</b>	Piper PA-24	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The private pilot reported that, as the airplane approached the airport after the cross-country flight, he checked the weather, which indicated that the surface wind was from 230 degrees at 10 knots. He chose to land on runway 29 because runway 24 was closed. He stated that, on final approach, the "crosswind became evident." After touchdown, the airplane veered sharply left. The pilot used steering and braking inputs to keep the airplane on the runway, but his efforts were not successful, and there was no noticeable reduction in speed. The airplane subsequently exited the runway surface and spun sharply left. The right main landing gear collapsed, and the right wing impacted the ground. The airplane sustained substantial damage to the fuselage, empennage, and right wing. Examination of the brakes, rudder, and nose wheel steering systems revealed no discrepancies.

## 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 while landing in a crosswind.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Crosswind - Effect on operation

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Runway excursion (Defining event)
<b>Landing-landing roll</b>	Landing gear collapse

On September 7, 2015, about 1315 eastern daylight time, a Piper PA-24, N7708P, was substantially damaged following a runway excursion after landing at Igor I. Sikorsky Memorial Airport (BDR), Stratford, Connecticut. The private pilot was not injured. The airplane was owned and operated by the pilot under the provisions of Title 14 Code of Federal Regulations Part 91 as a personal flight. Day, visual meteorological conditions prevailed, and no flight plan was filed. The flight originated from Peoria International Airport (PIA), Peoria, Illinois at 0753.

According to the pilot, as he approached the New Jersey area, he checked the BDR weather and noted that the surface wind was from 230 degrees at 10 knots. Since runway 24 was closed, he selected runway 29 for landing. On final approach, the "crosswind became evident." After touchdown, the airplane "veered sharply to the left." His attempt to remain on the runway was unsuccessful. Steering and braking attempts "did not work" and there was no noticeable reduction in speed. After the airplane exited the runway surface, it spun "sharply to the left." The right main landing gear collapsed, and the right wing impacted the ground. The airplane came to a stop, and the pilot secured the engine and exited the cockpit.

An inspector with the Federal Aviation Administration (FAA) responded to the accident site and examined the wreckage. The fuselage, empennage, and right wing sustained structural damage from impact forces. The right wing spar was bent about 4 feet from the wing tip. The right main landing gear linkage pierced the upper wing surface. The empennage was bent at the aft bulkhead.

The aircraft brakes, rudder and nose wheel steering systems were examined by the FAA inspector; no discrepancies were found.

At the time of the accident, the pilot had logged about 700 hours total time, including 414 hours in the PA-24.

In response to the question of how the accident could have been prevented, the pilot responded that he would have diverted to alternate airport with lower or no crosswind component, stopped mid-way through the trip to wait for the wind to improve, and obtained more crosswind landing practice.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 14, 2014
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	October 3, 2014
<b>Flight Time:</b>	701 hours (Total, all aircraft), 414 hours (Total, this make and model), 516 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 11 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7708P
<b>Model/Series:</b>	PA-24	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1961	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-2920
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 1, 2015 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	35 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5026 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	O-360-A1D
<b>Registered Owner:</b>	KUMAR SANJAY	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	KUMAR SANJAY	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BDR,9 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	12:52 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.06 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Peoria, IL (PIA )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Stratford, CT (BDR )	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	06:53 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Igor I Sikorsky BDR	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	9 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	29	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4761 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	41.163333,-73.126113(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Ralph
<b>Additional Participating Persons:</b>	Robert J Lenert; FAA/FSDO; Enfield, CT
<b>Original Publish Date:</b>	February 17, 2016
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=91971">https://data.ntsb.gov/Docket?ProjectID=91971</a>

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](#).