



National Transportation Safety Board Aviation Accident Data Summary

Location:	PASCO, WA	Accident Number:	SEA96LA107
Date & Time:	06/01/1996, 1230 PDT	Registration:	N1645A
Aircraft:	Piper PA-20	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The student pilot, who was flying solo at the time of the accident, reported that during the landing roll, the aircraft's left wing dropped and that he was unable to counter this wing drop with aileron. He stated that the tailwheel-equipped aircraft began a 'sweeping [right-hand] turn' at this point. He indicated on a sketch of the accident sequence that a 'L.H. tire skid mark' began at the point where the uncontrollable wing drop occurred, curving to the right until its termination point on the runway pavement, where he stated he believed the gear collapsed. The aircraft came to rest on the right shoulder of the runway. FAA Advisory Circular 61-21A, Flight Training Handbook, states that pilots of tailwheel aircraft must be especially vigilant for directional control problems during the after-landing roll since the aircraft's center of gravity is behind the main wheels, and notes that ailerons and rudder become less effective as the airplane slows during the landing roll. The pilot reported that he had 87.4 total pilot hours including 33.8 hours in type, 16.4 solo hours in type, and 45.8 hours of tailwheel aircraft time; and had received his solo and tailwheel endorsements within the previous 2 1/2 months.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain directional control of the airplane during the landing roll, which resulted in an inadvertent ground swerve and collapse of the left main gear.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD

Pilot Information

Certificate:	Student	Age:	51
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	88 hours (Total, all aircraft), 34 hours (Total, this make and model), 28 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1645A
Model/Series:	PA-20 PA-20	Engines:	1 Reciprocating
Operator:	DENNIS E. KELSEY	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Light and Variable / , 180°
Temperature:	21 °C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(PSC)	Destination:	

Airport Information

Airport:	TRI-CITIES (PSC)	Runway Surface Type:	Asphalt
Runway Used:	21R	Runway Surface Condition:	Dry
Runway Length/Width:	7700 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): GREGG NESEMEIER Adopted Date: 04/03/1997

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.