



# National Transportation Safety Board Aviation Accident Data Summary

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|                                |                                      |                         |            |
|--------------------------------|--------------------------------------|-------------------------|------------|
| <b>Location:</b>               | PAGE, AZ                             | <b>Accident Number:</b> | LAX97LA229 |
| <b>Date &amp; Time:</b>        | 07/01/1997, 1600 MST                 | <b>Registration:</b>    | N7764D     |
| <b>Aircraft:</b>               | Piper PA-18-150                      | <b>Injuries:</b>        | 2 None     |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |            |

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## Analysis

The pilot reported that he was drifting left toward the runway turnoff following a successful landing on runway 33. The winds were reported from 040 at 8 knots, with occasional gusts to 12 knots. As the aircraft neared the turnoff, it suddenly and sharply ground looped to the right. During the ground loop, the left main landing gear collapsed. The aircraft was inspected by an FAA inspector, who found no evidence of fatigue or corrosion. The airplane was equipped with oversize tundra tires.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for crosswind gusts and his failure to maintain directional control.

## Findings

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

### Findings

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

### Findings

6. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD

## Pilot Information

|                                  |  |                              |   |
|----------------------------------|--|------------------------------|---|
| <b>Certificate:</b>              | Flight Instructor; Commercial  | <b>Age:</b>                  | 58  |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land; Single-engine Sea                 | <b>Instrument Rating(s):</b> | Airplane                                    |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Instructor Rating(s):</b> | Airplane Single-engine; Instrument Airplane |
| <b>Flight Time:</b>              | 4589 hours (Total, all aircraft), 536 hours (Total, this make and model) |                              |   |

## Aircraft and Owner/Operator Information

|                                       |                                      |                             |                 |
|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| <b>Aircraft Make:</b>                 | Piper                                | <b>Registration:</b>        | N7764D          |
| <b>Model/Series:</b>                  | PA-18-150 PA-18-150                  | <b>Engines:</b>             | 1 Reciprocating |
| <b>Operator:</b>                      | JAMES T. JUDD                        | <b>Engine Manufacturer:</b> | Lycoming        |
| <b>Operating Certificate(s) Held:</b> | None                                 | <b>Engine Model/Series:</b> | O-320           |
| <b>Flight Conducted Under:</b>        | Part 91: General Aviation - Personal |                             |                 |

## Meteorological Information and Flight Plan

|   |                     |                                     |                         |
|---|---------------------|-------------------------------------|-------------------------|
| <b>Conditions at Accident Site:</b>     | Visual Conditions   | <b>Condition of Light:</b>          | Day                     |
| <b>Observation Facility, Elevation:</b> | , 0 ft msl          | <b>Weather Information Source:</b>  | Witness                 |
| <b>Lowest Ceiling:</b>                  | None / 0 ft agl     | <b>Wind Speed/Gusts, Direction:</b> | 8 knots / 15 knots, 10° |
| <b>Temperature:</b>                     |                     | <b>Visibility</b>                   | 40 Miles                |
| <b>Precipitation and Obscuration:</b>   |                     |                                     |                         |
| <b>Departure Point:</b>                 | HURRICANE, UT (1L8) | <b>Destination:</b>                 | (PGA)                   |

## Airport Information

|                             |                  |                                  |         |
|-----------------------------|------------------|----------------------------------|---------|
| <b>Airport:</b>             | PAGE (PGA)       | <b>Runway Surface Type:</b>      | Asphalt |
| <b>Runway Used:</b>         | 33               | <b>Runway Surface Condition:</b> | Dry     |
| <b>Runway Length/Width:</b> | 5500 ft / 150 ft |                                  |         |

## Wreckage and Impact Information

|                             |        |                            |             |
|-----------------------------|--------|----------------------------|-------------|
| <b>Crew Injuries:</b>       | 1 None | <b>Aircraft Damage:</b>    | Substantial |
| <b>Passenger Injuries:</b>  | 1 None | <b>Aircraft Fire:</b>      | None        |
| <b>Ground Injuries:</b>     | N/A    | <b>Aircraft Explosion:</b> | None        |
| <b>Latitude, Longitude:</b> |        |                            |             |

## Administrative Information

Investigator In Charge (IIC): DEBORAH L CHILDRESS

Adopted Date: 01/07/1998

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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