



National Transportation Safety Board Aviation Accident Final Report

Location:	Lewistown, MT	Accident Number:	SEA01LA124
Date & Time:	07/01/2001, 1230 MDT	Registration:	N3251Z
Aircraft:	Piper PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that shortly after departure the airplane settled back on to the runway. The pilot attempted to maneuver the airplane back into the air; however, the airplane again began to settle back toward the runway and the pilot aborted the takeoff. He reported that when the aircraft touched down, it veered to the right. The pilot stated that when he applied brakes, the airplane "spun around" and the left main gear collapsed. The airplane came to rest in a wheat field adjacent the departure runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Pilot's failure to maintain directional control of the aircraft while landing.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
2. STALL/MUSH

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING

Findings

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR - OVERLOAD

Factual Information

On July 1, 2001, about 1230 Mountain daylight time, a tail wheel-equipped Piper PA-22, N3251Z, sustained substantial damage during an aborted takeoff from Lewistown Municipal Airport, Lewistown, Montana. The airplane is registered to the pilot and was being operated as a personal/pleasure flight under the provisions of Title 14, CFR Part 91, when the accident occurred. The private pilot, and the one passenger aboard the airplane were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the cross-country flight.

The pilot submitted a written statement to the National Transportation Safety Board dated July 9, and reported that shortly after departure the airplane settled back on to the runway. The pilot attempted to maneuver the airplane back into the air; however, the airplane again began to settle back toward the runway and the pilot aborted the takeoff. He reported that when the aircraft touched down, it veered to the right of runway centerline. The pilot stated that when he applied brakes, the airplane "spun around" and the left main gear collapsed. The airplane came to rest in a wheat field adjacent to the departure runway.

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/14/2000
Occupational Pilot:		Last Flight Review or Equivalent:	06/26/2001
Flight Time:	325 hours (Total, all aircraft), 17 hours (Total, this make and model), 237 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 17 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3251Z
Model/Series:	PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-7199
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	04/10/2001, Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1981 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Robert W. Garniss	Rated Power:	150 hp
Operator:	Robert W. Garniss	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	lwt, 4167 ft msl	Distance from Accident Site:	
Observation Time:	1154 MDT	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:	30.08 inches Hg	Temperature/Dew Point:	23° C / 16° C
Precipitation and Obscuration:			
Departure Point:	LEWISTOWN, MT (LWT)	Type of Flight Plan Filed:	None
Destination:	Lewistown, MT (LWT)	Type of Clearance:	VFR
Departure Time:	1230 MDT	Type of Airspace:	Class G

Airport Information

Airport:	LEWISTOWN MUNI (LWT)	Runway Surface Type:	Asphalt
Airport Elevation:	4167 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	6100 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Dennis J Hogenson	Report Date:	08/26/2003
Additional Participating Persons:	Leo V Wadekamper; FAA - FSDO; Helena, MT		
Publish Date:			
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.ntsbt.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).