



# National Transportation Safety Board Aviation Accident Factual Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Medford, OR                          | <b>Accident Number:</b> | SEA05CA003  |
| <b>Date &amp; Time:</b>        | 10/01/2004, 1705 PDT                 | <b>Registration:</b>    | N2849Z      |
| <b>Aircraft:</b>               | Piper PA-22/20                       | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |             |

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On October 1, 2004, at 1705 Pacific daylight time, a tailwheel equipped Piper PA-22/20, N2849Z, impacted the terrain during an attempted landing at Rogue Valley International Airport, Medford, Oregon. The private pilot, who was the sole occupant of the aircraft, was not injured, but the aircraft, which is owned by another individual, sustained substantial damage. The 14CFR Part 91 personal proficiency flight, which originated at the same airport about 35 minutes earlier, was being conducted in visual meteorological conditions. No flight plan had been filed. There was no report of an ELT activation.

According to the pilot, who was practicing touch-and-go landings in crosswind conditions, during his first landing there was a 40 degree crosswind at five knots. As he was cleared for his second landing, the tower advised him that the wind had changed direction and speed, and he was therefore landing in a 60 degree crosswind of seven knots. According to the pilot, during the landing flare, he relaxed his "cross control input" too much, and the aircraft's left wing began to lift. He therefore elected to execute a go-around, but as he added power the aircraft began rotating to the left. He therefore elected to try to put the aircraft back onto the runway, but as it touched down, the aircraft was not aligned with the runway, and it therefore quickly veered to the left. As the aircraft departed the side of the runway, the tip of its right wing came in contact with the terrain resulting in substantial damage to the wing's internal structure.

In a telephone interview with the Investigator-In-charge (IIC), the pilot said that there was nothing wrong with the aircraft, and that the accident was simply a result of his failure to adequately control the aircraft in the crosswind conditions.

## Pilot Information

|                                  |   |  |            |
|----------------------------------|---|--|------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 51, Male   |
| <b>Airplane Rating(s):</b>       | Single-engine Land  | <b>Seat Occupied:</b>                    |            |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   | Seatbelt   |
| <b>Instrument Rating(s):</b>     | None  | <b>Second Pilot Present:</b>             |            |
| <b>Instructor Rating(s):</b>     |   | <b>Toxicology Performed:</b>             |            |
| <b>Medical Certification:</b>    | Class 2   | <b>Last FAA Medical Exam:</b>            | 05/07/2003 |
| <b>Occupational Pilot:</b>       |   | <b>Last Flight Review or Equivalent:</b> |            |
| <b>Flight Time:</b>              | 409 hours (Total, all aircraft), 5 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft) |  |            |

## Aircraft and Owner/Operator Information

|                                      |                   |                                       |                 |
|--------------------------------------|-------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Piper             | <b>Registration:</b>                  | N2849Z          |
| <b>Model/Series:</b>                 | PA-22/20          | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                   | <b>Amateur Built:</b>                 | No              |
| <b>Airworthiness Certificate:</b>    | Normal            | <b>Serial Number:</b>                 | 22-6845         |
| <b>Landing Gear Type:</b>            | Tailwheel         | <b>Seats:</b>                         |                 |
| <b>Date/Type of Last Inspection:</b> |                   | <b>Certified Max Gross Wt.:</b>       |                 |
| <b>Time Since Last Inspection:</b>   |                   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          |                   | <b>Engine Manufacturer:</b>           | Lycoming        |
| <b>ELT:</b>                          |                   | <b>Engine Model/Series:</b>           | O-320           |
| <b>Registered Owner:</b>             | Ronald J. Gassman | <b>Rated Power:</b>                   |                 |
| <b>Operator:</b>                     | Ronald J. Gassman | <b>Operating Certificate(s) Held:</b> | None            |

## Meteorological Information and Flight Plan

|                                  |                   |                                      |         |
|----------------------------------|-------------------|--------------------------------------|---------|
| Conditions at Accident Site:     | Visual Conditions | Condition of Light:                  | Day     |
| Observation Facility, Elevation: |                   | Distance from Accident Site:         |         |
| Observation Time:                |                   | Direction from Accident Site:        |         |
| Lowest Cloud Condition:          |                   | Visibility                           |         |
| Lowest Ceiling:                  |                   | Visibility (RVR):                    |         |
| Wind Speed/Gusts:                | /                 | Turbulence Type Forecast/Actual:     | /       |
| Wind Direction:                  |                   | Turbulence Severity Forecast/Actual: | /       |
| Altimeter Setting:               |                   | Temperature/Dew Point:               |         |
| Precipitation and Obscuration:   |                   |                                      |         |
| Departure Point:                 | Medford, OR (MFR) | Type of Flight Plan Filed:           | None    |
| Destination:                     |                   | Type of Clearance:                   | None    |
| Departure Time:                  | PDT               | Type of Airspace:                    | Unknown |

## Airport Information

|                      |  |                           |  |
|----------------------|--|---------------------------|--|
| Airport:             |  | Runway Surface Type:      |  |
| Airport Elevation:   |  | Runway Surface Condition: |  |
| Runway Used:         |  | IFR Approach:             |  |
| Runway Length/Width: |  | VFR Approach/Landing:     |  |

## Wreckage and Impact Information

|                     |        |                      |                        |
|---------------------|--------|----------------------|------------------------|
| Crew Injuries:      | 1 None | Aircraft Damage:     | Substantial            |
| Passenger Injuries: | N/A    | Aircraft Fire:       | None                   |
| Ground Injuries:    | N/A    | Aircraft Explosion:  |                        |
| Total Injuries:     | 1 None | Latitude, Longitude: | 42.374167, -122.873611 |

## Administrative Information

|                                   |  |
|-----------------------------------|--|
| Investigator In Charge (IIC):     | Orrin K Anderson   |
| Additional Participating Persons: |  |
| Note:                             | This accident report documents the factual circumstances of this accident as described to the NTSB.  |
| 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |