



National Transportation Safety Board Aviation Accident Final Report

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

Analysis

The pilot was practicing touch-and-go landings in crosswind conditions, and 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. During his second landing, he relaxed his "cross control input" too much during the landing flare, 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 wings internal structure. According to the pilot, there was nothing wrong with the aircraft, and the accident was simply a result of his failure to adequately control the aircraft in the crosswind conditions.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for crosswind conditions during landing, resulting in his failure to maintain directional control. Factors include the presence of crosswinds.

Findings

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

Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CROSSWIND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 2	Last FAA Medical Exam:	05/07/2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

Aircraft Make:	Piper	Registration:	N2849Z
Model/Series:	PA-22/20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-6845
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320
Registered Owner:	Ronald J. Gassman	Rated Power:	
Operator:	Ronald J. Gassman	Operating Certificate(s) Held:	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	Report Date:	12/28/2004
Additional Participating Persons:			
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.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](#).