



# National Transportation Safety Board Aviation Accident Data Summary

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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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

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

### Findings

4. TERRAIN CONDITION - GROUND

## Pilot Information

Certificate:	Private	Age:	51
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	
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	Engines:	1 Reciprocating
Operator:	Ronald J. Gassman	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Unknown
Lowest Ceiling:		Wind Speed/Gusts, Direction:	/ ,
Temperature:		Visibility	
Precipitation and Obscuration:			
Departure Point:	Medford, OR (MFR)	Destination:	

## Airport Information

Airport:	Runway Surface Type:
Runway Used:	Runway Surface Condition:
Runway Length/Width:	

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Orrin K Anderson	<b>Adopted Date:</b>	12/28/2004
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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> .		

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