



National Transportation Safety Board Aviation Accident Final Report

Location:	Grayslake, IL	Accident Number:	CHI06CA103
Date & Time:	04/02/2006, 1030 CDT	Registration:	N8290X
Aircraft:	Piper PA-32-301	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The single-engine airplane veered off the left side of runway 9 (3,270 feet by 40 feet, asphalt) during landing and sustained substantial damage. The winds 11 miles from the accident airport were 120 degrees at 11 knots gusting to 21 knots. The pilot reported that he flew a Global Positioning System (GPS) approach and cancelled his instrument flight rules (IFR) flight plan when he had the airport in sight. He entered a left downwind for landing on runway 9 and confirmed a right crosswind condition by observing the windsock. The airspeed was 90 knots with a right "crab" on final approach to landing. The pilot reported, "Prior to touchdown the wind calmed to the point that the crab was not needed." He reported the airplane touched down on the centerline of the dry runway. He reported, "Almost immediately after touchdown, the plane started moving left." He reacted by putting in full right aileron and applying right rudder, but he did not apply any pressure to the toe brakes. The airplane veered off the left side of the runway. The airplane encountered soft terrain, spun around, and impacted a ditch. The inspection of the airplane revealed that the wheels spun freely when turned and the brakes did not stick. The tires had no flat spots. The inspection of the runway revealed that there was no long skid mark on the runway, but there were black skid marks about 2 feet in length that were about 20 feet apart. There was no indication of braking when the airplane came in contact with the grass.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to compensate adequately for the crosswind condition and failed to maintain directional control during the landing roll. Contributing factors included the crosswind, the narrow runway, soft ground, and the ditch.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

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. (F) TERRAIN CONDITION - SOFT
5. (F) TERRAIN CONDITION - DITCH
6. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NARROW

Factual Information

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3	Last Medical Exam:	06/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	875 hours (Total, all aircraft), 705 hours (Total, this make and model), 28 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Piper	Registration:	N8290X
Model/Series:	PA-32-301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	32-8106007
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	IO-540-K1G5
Registered Owner:	David Eglsaer	Rated Power:	
Operator:	David Eglsaer	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	UGN	Observation Time:	
Distance from Accident Site:	11 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	8°C / 5°C
Lowest Ceiling:	Overcast / 17 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	19 knots, 130°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Washington Is, WI (2P2)	Type of Flight Plan Filed:	IFR
Destination:	Grayslake, IL (C81)	Type of Clearance:	IFR
Departure Time:	0900 CDT	Type of Airspace:	

Airport Information

Airport:	Campbell Airport (C81)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	09	IFR Approach:	Global Positioning System
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC):	Jim Silliman	Adopted Date:	06/28/2006
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 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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