



National Transportation Safety Board Aviation Accident Data Summary

Location:	Grayslake, IL	Accident Number:	CHI06CA103
Date & Time:	04/02/2006, 1030 CDT	Registration:	N8290X
Aircraft:	Piper PA-32-301	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

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

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	
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 Make:	Piper	Registration:	N8290X
Model/Series:	PA-32-301	Engines:	1 Reciprocating
Operator:	David Eglsaer	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-540-K1G5
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:	UGN	Weather Information Source:	Unknown
Lowest Ceiling:	Overcast / 17 ft agl	Wind Speed/Gusts, Direction:	19 knots / , 130°
Temperature:	8° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Washington Is, WI (2P2)	Destination:	Grayslake, IL (C81)

Airport Information

Airport:	Campbell Airport (C81)	Runway Surface Type:	
Runway Used:	09	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Latitude, Longitude:	42.324444, -88.073889		

Administrative Information

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