



National Transportation Safety Board Aviation Accident Data Summary

Location:	Tucson, AZ	Accident Number:	LAX08CA072
Date & Time:	03/01/2008, 1815 MST	Registration:	N22TE
Aircraft:	Great Lakes 2T-1A-2	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Upon arrival at the destination airport, the pilot noted that the windsock appeared to favor runway 19. The pilot reported that the approach was made with the airplane configured in a slip to compensate for a crosswind. As the airplane touched down, there was a slight bounce. During the landing rollout, the airplane began to veer to the right. The pilot applied left rudder to correct the heading; however, the airplane continued off the runway and hit a culvert with a rock facing. The left main landing gear was sheared off and the airplane came to rest inverted causing structural damage to the wings, the vertical stabilizer, and rudder. According to the pilot's written statement, she received weather information via the National Weather Service and an automated report. The winds were reported to be from 280 degrees at 4 knots.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the crosswind condition and failure to maintain directional control.

Findings

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

Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Findings

5. TERRAIN CONDITION - DITCH

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Pilot Information

Certificate:	Commercial	Age:	61
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	None
Flight Time:	1948 hours (Total, all aircraft), 1336 hours (Total, this make and model), 1725 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Great Lakes	Registration:	N22TE
Model/Series:	2T-1A-2	Engines:	1 Reciprocating
Operator:	Anne Hopkins	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	AEIO-360-B1G6
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	TUS, 2643 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	16 knots/ 22 knots, 280°
Temperature:	23°C / -3°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Marana, AZ (AVQ)	Destination:	Oro Valley, AZ (57AZ)

Airport Information

Airport:	La Cholla Airpark (57AZ)	Runway Surface Type:	Asphalt
Runway Used:	19	Runway Surface Condition:	Dry
Runway Length/Width:	4500 ft / 44 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Tealeye C Cornejo	Adopted Date:	04/30/2008
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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