



National Transportation Safety Board Aviation Accident Final Report

Location:	Three Forks, MT	Accident Number:	SEA08CA102
Date & Time:	04/03/2008, 1705 MDT	Registration:	N1139C
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 landing the tailwheel equipped airplane in a crosswind on runway 20 and reported that during the landing roll, "...a sudden gust from the west lifted the right wing and landing gear." As the pilot attempted to correct the situation, the airplane's left main landing gear strut collapsed, and the left wing struck the runway surface. The airplane received structural damage to left wing and fuselage. The wind at the time of the accident was from 110 degrees at 10 knots. No mechanical malfunctions were reported.

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 wind conditions during landing. A gusting crosswind was a contributing factor.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

Findings

4. TERRAIN CONDITION - RUNWAY

Factual Information

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3	Last Medical Exam:	04/01/2008
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	440 hours (Total, all aircraft), 70 hours (Total, this make and model), 46 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Piper	Registration:	N1139C
Model/Series:	PA-22/20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-975
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:	Not installed	Engine Model/Series:	O-320
Registered Owner:	Douglas S. Cairns	Rated Power:	
Operator:	Douglas S. Cairns	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	955, 3893 ft msl	Observation Time:	1645 MDT
Distance from Accident Site:	4 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	10°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	
Lowest Ceiling:	None	Visibility	30 Miles
Wind Speed/Gusts, Direction:	10 knots, 110°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Townsend, MT (8U8)	Type of Flight Plan Filed:	None
Destination:	Three Forks, MT (9S5)	Type of Clearance:	None
Departure Time:	1630 MDT	Type of Airspace:	

Airport Information

Airport:	Three Forks (9S5)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	5100 ft / 60 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Dennis J Hogenson	Adopted Date:	05/28/2008
Additional Participating Persons:	; Federal Aviation Administration; Helena, MT		
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.