



National Transportation Safety Board Aviation Accident Final Report

Location:	Star City, AR	Accident Number:	DEN08CA147
Date & Time:	09/01/2008, 1015 CDT	Registration:	N7253D
Aircraft:	PIPER PA-22	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The commercial pilot stated that, on landing, he overflew the airport and, based on his observations, he anticipated ground turbulence. During the landing roll he encountered a gust of wind and lost control of the airplane. The plane departed the runway and fell off a 2-foot drop. Examination of the airplane revealed the left wing spar and left elevator were bent.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to maintain directional control during landing. Contributing to the accident were the crosswinds and the rough terrain near the runway.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Rough terrain - Contributed to outcome (Factor) Crosswind - Response/compensation (Factor)

Factual Information

History of Flight

Landing-landing roll	Other weather encounter Loss of control on ground (Defining event) Runway excursion
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Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2	Last Medical Exam:	03/01/2008
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1608 hours (Total, all aircraft), 222 hours (Total, this make and model), 71 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N7253D
Model/Series:	PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-5079
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Textron Lycoming
ELT:	Not installed	Engine Model/Series:	O-320
Registered Owner:	Robert Craig	Rated Power:	
Operator:	Robert Craig	Air Carrier Operating Certificate:	None
Operator Does Business As:	Robert Craig	Operator Designator Code:	

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KPBF	Observation Time:	0953
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	27° C / 21° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	6 knots, 70°	Visibility (RVR):	
Altimeter Setting:	30.06 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	DE WITT, AR (5M1)	Type of Flight Plan Filed:	None
Destination:	Star City, AR (55m)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Star City, AR (55m)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	18	IFR Approach:	Visual
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	4 None		

Administrative Information

Investigator In Charge (IIC):	Dan Baker	Adopted Date:	01/22/2009
Additional Participating Persons:	David Hall; Little Rock		
Publish Date:	01/22/2009		
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.ntsb.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.