



National Transportation Safety Board Aviation Accident Data Summary

Location:	Lamar, CO	Accident Number:	CEN09CA047
Date & Time:	11/01/2008, 1054 MST	Registration:	N3758P
Aircraft:	PIPER PA-22-150	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The student pilot was on final approach when he used rudder to correct for drift. The airplane touched down while not aligned with the runway, struck the ground with its wing tip, and slid off of the edge of the runway. The nose wheel collapsed when it hit a shallow ditch, and the airplane flipped on its back. There was substantial damage to both wings, engine mounts, vertical fin and rudder, but no injuries to the solo pilot.

Flight Events

Landing-flare/touchdown - Abnormal runway contact
Landing-landing roll - Loss of control on ground
Landing-landing roll - Runway excursion
Landing-landing roll - Nose over/nose down

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The student pilot's failure to maintain directional control during landing.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Student Pilot Information

Certificate:	Student	Age:	27
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	45 hours (Total, all aircraft), 40 hours (Total, this make and model), 19 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N3758P
Model/Series:	PA-22-150	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KLAA, 3706 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:	3 knots, Variable
Temperature:	14°C / 1°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Greeley, CO (KGXY)	Destination:	Lamar, CO (KLAA)

Airport Information

Airport:	Lamar Municipal Airport (KLAA)	Runway Surface Type:	Concrete; Metal/Wood
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	6304 ft / 100 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:	None

Administrative Information

Investigator In Charge (IIC):	Thomas Latson	Adopted Date:	05/12/2009
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.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.