Aviation Investigation Final Report

Location:	Sandpoint, Idaho	**Accident Number:**	WPR23LA106
Date & Time:	January 29, 2023, 16:00 Local	**Registration:**	N1791P
Aircraft:	Piper PA-22	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control on ground	**Injuries:**	N/A
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during a landing attempt, after touchdown, he raised the flaps and the right wing lifted. He added right aileron input, but the airplane then turned about 60° to the left. The pilot was unable to correct the turn with rudder and initiated a go around, at which time the airplane collided with a snow berm, and the pilot continued. On the second landing, the airplane touched down normally, but the landing gear collapsed. The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain directional control during landing and subsequent failure to maintain clearance from a snow berm during a go around.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Snow/ice - Effect on equipment

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-aborted after touchdown	Collision during takeoff/land

Passenger Information

Certificate:		**Age:**	Female
Airplane Rating(s):		**Seat Occupied:**	Right
Other Aircraft Rating(s):		**Restraint Used:**	4-point
Instrument Rating(s):		**Second Pilot Present:**	
Instructor Rating(s):		**Toxicology Performed:**	
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:			

Pilot Information

Certificate:	Private	**Age:**	37,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	4-point
Instrument Rating(s):	None	**Second Pilot Present:**	
Instructor Rating(s):	None	**Toxicology Performed:**	
Medical Certification:	Class 3 Without waivers/limitations	**Last FAA Medical Exam:**	May 7, 2018
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	September 30, 2022
Flight Time:	300 hours (Total, all aircraft), 35 hours (Total, this make and model), 237 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		**Age:**	Male
Airplane Rating(s):		**Seat Occupied:**	Left
Other Aircraft Rating(s):		**Restraint Used:**	5-point
Instrument Rating(s):		**Second Pilot Present:**	
Instructor Rating(s):		**Toxicology Performed:**	
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N1791P
Model/Series:	PA-22 150	**Aircraft Category:**	Airplane
Year of Manufacture:	1954	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	22-2564
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	September 5, 2022 Annual	**Certified Max Gross Wt.:**	1950 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	3322.93 Hrs as of last inspection	**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	O-320-A2B
Registered Owner:	On file	**Rated Power:**	150
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KSZT,2128 ft msl	**Distance from Accident Site:**	
Observation Time:	04:15 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.44 inches Hg	**Temperature/Dew Point:**	-7°C / -20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sandpoint, ID (KSZT)	**Type of Flight Plan Filed:**	None
Destination:	Sandpoint, ID	**Type of Clearance:**	None
Departure Time:	15:00 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	Sandpoint KSZT	**Runway Surface Type:**	Asphalt
Airport Elevation:	2131 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	02	**IFR Approach:**	None
Runway Length/Width:	5501 ft / 75 ft	**VFR Approach/Landing:**	Touch and go

Wreckage and Impact Information

Crew Injuries:	N/A	**Aircraft Damage:**	Substantial
Passenger Injuries:	N/A	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	N/A	**Latitude, Longitude:**	48.299528,-116.56013

Administrative Information

Investigator In Charge (IIC):	Basti, Paymaun
Additional Participating Persons:	Doug Belcher; FAA; Spokane, WA
Original Publish Date:	June 23, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=106694