

Aircraft: 1960 Piper PA22/20-160

Day VFR – No Flight Plan or contact with ATC

KPEA – Pella Iowa

Date: 5-12-2013, Time: 11:00 CDT

Pilot In Command: Daniel M Adams, Private Pilot since 6-6-1993, BFR 9-23-2011

Total Time: 604.2, TW Time: 317, Time in type: 16.2

Occupant: Meagen L Phillips

Weather Conditions per AWOS at KPEA before arrival – Winds: 290 at 7 kts, sky was clear, visibility over 10 miles

Incident: Standard crosswind technique was being used as I had a crosswind from the pilot side of the aircraft while landing on RWY 34. Left aileron was applied prior to touch down as well as right rudder to counter the crosswind. Full flaps were being used. Touchdown was normal with the left tire making contact first, immediately followed by the right tire and then the tail wheel. Aircraft was just left of the centerline. Touchdown speed is generally around 50 mph. Within 2-3 lengths of the aircraft the right wing and wheel raised up (downwind side) causing the aircraft to veer to the left. I applied right aileron to counter this and right rudder was applied to counter the aircraft change in direction. The aircraft started to "skip" or "hop" to the left and the right wing and tire then rose up again. At this point the aircraft had rolled at least 200 feet. Speed at this point would have been below 35 mph. I did not have enough rudder authority to get the aircraft turned to the right and at this point I had realized we were going to exit the runway to the left. Just as we approached the left side of the runway, the tail wheel started to rise and subsequently the left wing tip impacted the ground near the left edge of the runway and the prop/spinner soon followed and the aircraft flipped on to its top side. Both I and the occupant released our lap belts, I shut off the fuel selector valve and we exited the passenger door. No injuries were noted and we cleared the aircraft. A Classic Aviation, Inc van was on its way immediately and recommended I go back and turn off the master switch. The aircraft was leaking fuel from the vented gas caps on top of both the left and right wings. Law enforcement and fire/rescue personnel were now on scene. Two attempts were made to contact the FAA and no answer on was available. The airport manager requested that we flip the aircraft right side up and remove it from the runway in the interest of public safety. I granted that permission and assisted with the process. The aircraft was towed to a hanger owned by Classic Aviation, Inc. It was requested of me to have the battery connection removed for safety concerns. I approved and assisted. One terminal of the battery was removed.

Danny Adams

5-13-2013