



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | NORTH PLATTE, Nebraska               | <b>Accident Number:</b> | CHI98LA189  |
| <b>Date &amp; Time:</b>        | June 2, 1998, 11:25 Local            | <b>Registration:</b>    | N8469W      |
| <b>Aircraft:</b>               | Piper PA-28-180                      | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

The pilot elected to land on runway 30R. The winds were reported as 050 at 13. During the flare the pilot realized that the left main landing gear was off the side of the runway. During rollout the left wing impacted a runway light. The pilot was able to negotiate around a second runway light and re-enter the runway. A post accident examination of the airplane failed to reveal any pre-accident anomalies.

## 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 control of the aircraft. Factors were the crosswind and runway light.

### Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

#### Findings

1. (F) WEATHER CONDITION - CROSSWIND
  2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

Findings

3. (F) OBJECT - RUNWAY LIGHT

## Factual Information

On June 2, 1998, at 1125 central daylight time, a Piper PA-28-180, N8469W, sustained substantial damage when the airplane impacted the terrain while landing on runway 30R at North Platte Regional Airport, near North Platte, Nebraska. The pilot and one passenger reported no injuries. The personal flight was being conducted under 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident and a visual flight rules (VFR) flight plan was on file. The flight departed Council Bluffs Airport, Council Bluffs, Nebraska, at 0933 with an intended destination of Crawford, Colorado, after a stop in North Platte.

The pilot stated that when he flared for the landing he found the left main landing gear to be off the edge of the runway. The airplane touched down and the left wing struck a runway light. He stated that he was able to negotiate around another runway light and re-enter the runway. He said that the wind was reported to be from 050 degrees at 13 knots when he attempted a landing on runway 30R.

An examination of the airplane post accident failed to reveal any pre-accident anomalies.

### Pilot Information

|                                  |  |  |                 |
|----------------------------------|--|--|-----------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 67, Male        |
| <b>Airplane Rating(s):</b>       | Single-engine land   | <b>Seat Occupied:</b>                    | Left            |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   |                 |
| <b>Instrument Rating(s):</b>     | None   | <b>Second Pilot Present:</b>             | No              |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No              |
| <b>Medical Certification:</b>    | Class 3 Valid Medical--w/<br>waivers/lim   | <b>Last FAA Medical Exam:</b>            | October 6, 1997 |
| <b>Occupational Pilot:</b>       | UNK  | <b>Last Flight Review or Equivalent:</b> |                 |
| <b>Flight Time:</b>              | 135 hours (Total, all aircraft), 31 hours (Total, this make and model), 67 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft) |  |                 |

## Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Piper                    | <b>Registration:</b>                  | N8469W          |
| <b>Model/Series:</b>                 | PA-28-180 PA-28-180      | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | 28-2710         |
| <b>Landing Gear Type:</b>            | Tricycle                 | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | May 24, 1998 100 hour    | <b>Certified Max Gross Wt.:</b>       | 2400 lbs        |
| <b>Time Since Last Inspection:</b>   | 16 Hrs                   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 3952 Hrs                 | <b>Engine Manufacturer:</b>           | Lycoming        |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | O-360-A3A       |
| <b>Registered Owner:</b>             | GRANDVIEW AVIATION INC   | <b>Rated Power:</b>                   | 180 Horsepower  |
| <b>Operator:</b>                     |                          | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    |                          | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                                  |   |          |
|---|----------------------------------|---|----------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day      |
| <b>Observation Facility, Elevation:</b> |                                  | <b>Distance from Accident Site:</b>         |          |
| <b>Observation Time:</b>                |                                  | <b>Direction from Accident Site:</b>        |          |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 10 miles |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |          |
| <b>Wind Speed/Gusts:</b>                | 13 knots /                       | <b>Turbulence Type Forecast/Actual:</b>     | /        |
| <b>Wind Direction:</b>                  | 50°                              | <b>Turbulence Severity Forecast/Actual:</b> | /        |
| <b>Altimeter Setting:</b>               |                                  | <b>Temperature/Dew Point:</b>               | 21°C     |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |          |
| <b>Departure Point:</b>                 | COUNCIL BLUFFS , NE (CBF )       | <b>Type of Flight Plan Filed:</b>           | VFR      |
| <b>Destination:</b>                     | (LBF )                           | <b>Type of Clearance:</b>                   | None     |
| <b>Departure Time:</b>                  | 09:33 Local                      | <b>Type of Airspace:</b>                    | Class G  |

## Airport Information

|                             |                    |                                  |           |
|-----------------------------|--------------------|----------------------------------|-----------|
| <b>Airport:</b>             | LEE BIRD FIELD LBF | <b>Runway Surface Type:</b>      | Concrete  |
| <b>Airport Elevation:</b>   | 2779 ft msl        | <b>Runway Surface Condition:</b> | Dry       |
| <b>Runway Used:</b>         | 30R                | <b>IFR Approach:</b>             | None      |
| <b>Runway Length/Width:</b> | 8000 ft / 150 ft   | <b>VFR Approach/Landing:</b>     | Full stop |

## Wreckage and Impact Information

|                            |        |                             |                           |
|----------------------------|--------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> | 1 None | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 41.130451,-100.76979(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Wilson, Stephen   |
| <b>Additional Participating Persons:</b> | AL CHRISTIANSEN; LINCOLN , NE   |
| <b>Original Publish Date:</b>            | February 15, 2001   |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.ntsb.gov/Docket?ProjectID=10905">https://data.ntsb.gov/Docket?ProjectID=10905</a> |

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