



# Aviation Investigation Final Report

<b>Location:</b>	PLATTSMOUTH, Nebraska	<b>Accident Number:</b>	CHI92LA296
<b>Date &amp; Time:</b>	September 27, 1992, 13:30 Local	<b>Registration:</b>	N1270C
<b>Aircraft:</b>	PIPER PA-22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE AIRPLANE LANDED ON RUNWAY 16. THE PILOT LOST DIRECTIONAL CONTROL ON ROLL OUT, AND THE AIRPLANE GROUND LOOPED. LOCAL WINDS WERE NOT RECORDED; HOWEVER, A REPORTING STATION 26 MILES TO THE NORTH WAS REPORTING WINDS OF 350 DEGREES AT 14 KNOTS, 21 MINUTES AFTER THE ACCIDENT. THE PILOT ESTIMATED THE WINDS AT THE ACCIDENT SITE TO BE 240 DEGREES AT 10 TO 15 KNOTS, WITH GUSTS AS HIGH AS 20 KNOTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO ADEQUATELY COMPENSATE FOR WIND CONDITIONS, AND HIS NOT MAINTAINING DIRECTIONAL CONTROL.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

5. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 10, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8005 hours (Total, all aircraft), 92 hours (Total, this make and model), 7950 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N1270C
<b>Model/Series:</b>	PA-22 PA-22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-1063
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 15, 1991 Annual	<b>Certified Max Gross Wt.:</b>	1950 lbs
<b>Time Since Last Inspection:</b>	85 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1530 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>		<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	HOBSON, CLAUDE I.	<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>	OVN ,983 ft msl	<b>Distance from Accident Site:</b>	26 Nautical Miles
<b>Observation Time:</b>	13:51 Local	<b>Direction from Accident Site:</b>	350°
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	14 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:25 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PLATTSMOUTH AIRPORT PMV	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	1202 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	41.000988,-95.889747(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wilson, Stephen
<b>Additional Participating Persons:</b>	JAKE WILSON; LINCOLN , NE
<b>Original Publish Date:</b>	September 28, 1993
<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=15563">https://data.ntsb.gov/Docket?ProjectID=15563</a>

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