



Aviation Investigation Final Report

Location:	WICHITA, Kansas	Accident Number:	CHI93LA007
Date & Time:	October 8, 1992, 15:15 Local	Registration:	N67433
Aircraft:	Howard Aircraft Corp. DGA-15P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OF THE CLASSIC TAILWHEEL AIRPLANE WAS PERFORMING A CROSSWIND LANDING. THE WINDS THE AIRPLANE ENCOUNTERED WERE APPROXIMATELY 60 TO 80 DEGREES TO THE LEFT OF THE AIRPLANE'S NOSE AND 23 TO 35 KNOTS IN VELOCITY. THE PILOT STATED THE AIRPLANE BEGAN A TURN TO THE LEFT UPON LANDING WHICH COULD NOT BE STOPPED WITH RUDDER AND BRAKE. THE PILOT SAID HE HAD PERFORMED MANY SUCCESSFUL CROSSWIND LANDINGS BEFORE, UNDER CONDITIONS SIMILAR TO THAT WHICH HE HAD ENCOUNTERED ON THE ACCIDENT DATE. THE AIRPLANE'S LEFT MAIN LANDING GEAR SEPARATED FROM THE AIRFRAME SHORTLY AFTER IT DEPARTED THE RUNWAY ENVIRONMENT. THE LEFT WING SHATTERED, ACCORDING TO THE PILOT, WHEN IT CONTACTED THE GROUND. ACCORDING TO THE AIRPLANE'S PILOT OPERATING HANDBOOK, THE MAXIMUM 90 DEGREE CROSSWIND COMPONENT IS 12 MILES PER HOUR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE PREFLIGHT PLANNING/PREPARATION BY THE PILOT, THE PILOT'S OVER CONFIDENCE IN HIS PERSONAL ABILITY, AND AIRPLANE PERFORMANCE DATA NOT FOLLOWED BY THE PILOT.

Findings

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

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. (C) PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
4. (F) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - ATTEMPTED - PILOT IN COMMAND
6. (F) GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. TERRAIN CONDITION - GRASS

Factual Information

Pilot Information

Certificate:	Commercial	Age:	76, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 9, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	30000 hours (Total, all aircraft), 860 hours (Total, this make and model), 21 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Howard Aircraft Corp.	Registration:	N67433
Model/Series:	DGA-15P DGA-15P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	563
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	October 1, 1992 Annual	Certified Max Gross Wt.:	4425 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	CLAYTON GRAVES	Rated Power:	450 Horsepower
Operator:	CLAYTON GRAVES	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ICT ,1332 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	14:50 Local	Direction from Accident Site:	260°
Lowest Cloud Condition:	Unknown / 4300 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 4300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	23 knots / 39 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	10°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MONTE VISTA , CO (MVI)	Type of Flight Plan Filed:	None
Destination:	WICHITA , KS (BEC)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	BEECH FACTORY AIRPORT BEC	Runway Surface Type:	Asphalt
Airport Elevation:	1387 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Gattolin, Frank
Additional Participating Persons:	EARLINE BILES; WICHITA , KS
Original Publish Date:	May 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15604

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).