



Aviation Investigation Final Report

Location:	DECATUR, Texas	Accident Number:	FTW96LA321
Date & Time:	July 28, 1996, 15:00 Local	Registration:	N1556M
Aircraft:	Cessna 188A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

After towing and releasing a glider, the pilot approached the 3,200 foot grass airstrip to land on an east-northeast direction. The pilot stated that while attempting to flare for a three-point landing, the airplane bounced and directional control was lost resulting in a ground loop. The pilot added that the winds had shifted considerably from the time he departed the airstrip, and a left cross prevailed when he initiated the landing approach. The winds at the time of the accident were estimated from the north at 10 knots, gusting to 15.

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. A factor was the prevailing crosswind.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

On July 28, 1996, at 1500 central daylight time, a Cessna 188A, N1556M, was substantially damaged while landing near Decatur, Texas. The airplane was owned and operated by the North Texas Soaring Club of Decatur, Texas. The airline transport rated pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed for the glider towing flight conducted under Title 14 CFR Part 91. The flight originated from the same private airstrip at approximately 1445.

After towing and releasing a glider, the airplane approached the 3,200 foot grass airstrip to land on a east-northeast direction. The pilot stated that while attempting to flare for a three point landing, the airplane bounced and directional control was lost. During the subsequent ground loop, the left main landing gear collapsed resulting in structural damage to the left wing.

The pilot added that the winds had shifted considerably from the time he departed the airstrip, and a left cross wind prevailed when he returned to land. The winds at the time of the accident were estimated from the north at 10 knots, gusting to 15 knots.

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	51, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 16, 1996
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10000 hours (Total, all aircraft), 1 hours (Total, this make and model), 6500 hours (Pilot In Command, all aircraft), 140 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1556M
Model/Series:	188A 188A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18800656
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	June 20, 1996 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4988 Hrs	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	IO-520-D26
Registered Owner:	NORTH TEXAS SOARING	Rated Power:	300 Horsepower
Operator:		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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	37°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	870 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	
Runway Length/Width:	3200 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.2308,-97.590888(est)

Administrative Information

Investigator In Charge (IIC):	Casanova, Hector
Additional Participating Persons:	THOMAS E BLAKE; FORT WORTH , TX
Original Publish Date:	September 24, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19924

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