



# Aviation Investigation Final Report

<b>Location:</b>	CLOVIS, New Mexico	<b>Accident Number:</b>	FTW97LA241
<b>Date &amp; Time:</b>	June 27, 1997, 17:30 Local	<b>Registration:</b>	N1754A
<b>Aircraft:</b>	Piper PA-18	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he was practicing touch and go landings. He reported that during the third landing, a gust of wind caught the tail wheel as it touched down, turning the aircraft to the left. He tried to increase power to lift off but 'was out of control.' Subsequently, the left wing struck a fence, and the aircraft 'cart wheeled.' The pilot reported that the winds were from the south at 2 knots and that the gust of wind was 'unexpected.' A nearby weather facility, reported the winds to be from 190 degrees at 10 knots.

## 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 aircraft control. A factor was an unexpected gust of wind during landing touch down.

## Findings

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

### Findings

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

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - FENCE

## Factual Information

On June 27, 1997, approximately 1730 mountain daylight time, a Piper PA-18 airplane, N1754A, was substantially damaged following a loss of control during landing at a private airstrip, near Clovis, New Mexico. The commercial pilot, sole occupant, was not injured. No flight plan was filed and visual meteorological conditions prevailed for the Title 14 CFR Part 91 personal flight.

The pilot reported, via a statement in NTSB form 6120.1/2, that he was doing touch and go landings on runway 36. He reported that during the third landing, a gust of wind caught the tail wheel equipped airplane as it touched down, turning the aircraft to the left. He tried to increase power to lift off but "was out of control." Subsequently, the left wing struck a fence, and the aircraft "cart wheeled", resulting in structural damage to both wings and the fuselage.

The pilot reported the steady state winds to be from the south at 2 knots and that the gust of wind was "unexpected." A nearby weather reported facility (AWOS), located at Clovis Municipal Airport, reported the winds to be from 190 degrees at 10 knots.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 29, 1996
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	17158 hours (Total, all aircraft), 1000 hours (Total, this make and model), 17158 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N1754A
<b>Model/Series:</b>	PA-18 PA-18	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18-318
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 30, 1997 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>	16 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1323 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	TED STALLINGS	<b>Rated Power:</b>	160 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>	CVN	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	16:54 Local	<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>	10 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	29°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(NM42)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	AERO TECH NM42	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	4200 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Touch and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	34.410385,-103.199073(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lemishko, Alexander
<b>Additional Participating Persons:</b>	J.D. HUSS; ALBUQUERQUE , NM
<b>Original Publish Date:</b>	June 9, 1999
<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=20259">https://data.ntsb.gov/Docket?ProjectID=20259</a>

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