



Aviation Investigation Final Report

Location:	FT LEAVENWORTH, Kansas	Accident Number:	MKC89LA130
Date & Time:	June 7, 1989, 18:22 Local	Registration:	N9507D
Aircraft:	PIPER PA-22-160	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO WITNESSES, THE STUDENT PILOT WAS ON HIS FIRST SUPERVISED SOLO FLIGHT, WHEN HE ATTEMPTED TO LAND. DIRECTIONAL CONTROL WAS LOST AND THE ACFT VEERED OFF THE RUNWAY, SHEARED THE NOSE GEAR AND NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT DURING THE LANDING ROLL. CONTRIBUTING TO THE ACCIDENT WAS THE STUDENT'S LACK OF TOTAL EXPERIENCE.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
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Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Student	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 9, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	29 hours (Total, all aircraft), 8 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9507D
Model/Series:	PA-22-160 PA-22-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22-6422
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-B2B
Registered Owner:	UNKNOWN	Rated Power:	160 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	PLATTE COUNTY FLYING CLUB	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FLV ,800 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	18:24 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	25°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WALDRON , MO (06MO)	Type of Flight Plan Filed:	None
Destination:	LEAVENWORTH , KS (FLV)	Type of Clearance:	None
Departure Time:	17:45 Local	Type of Airspace:	

Airport Information

Airport:	SHERMAN FLV	Runway Surface Type:	Asphalt
Airport Elevation:	772 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	5905 ft / 100 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:	39.359069,-94.909317(est)

Administrative Information

Investigator In Charge (IIC): Vargas, Ramon

Additional Participating Persons: TERRY TUPPER;

Original Publish Date: October 24, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34807>

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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](#).