



# Aviation Investigation Final Report

<b>Location:</b>	GLENS FALLS, New York	<b>Accident Number:</b>	NYC91LA082
<b>Date &amp; Time:</b>	March 5, 1991, 13:30 Local	<b>Registration:</b>	N98RL
<b>Aircraft:</b>	LATHAM SPECIAL S-1C	PITTS	<b>Aircraft Damage:</b> Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT FLEW FOR ABOUT 40 MINUTES. WHILE IN THE TRAFFIC PATTERN THE WIND SOCK SHOWED THE WIND WAS FROM 350 DEGREES. HE RECEIVED A UNICOM ADVISORY THAT THE FAVORED RUNWAY WAS 01. THE AIRPLANE TOUCHED DOWN, THE LEFT WING RAISED AND THE PILOT APPLIED LEFT AILERON AND RIGHT RUDDER. THE AIRPLANE CONTINUED TO VEER LEFT AND TIP TO THE RIGHT DESPITE COUNTER CONTROLS. THE RIGHT WING HIT, THEN THE AIRPLANE FLIPPED OVER. AFTER THE AIRPLANE NOSED OVER THE WIND SOCK SHOWED THE WIND WAS FROM 210 DEGREES GUSTING TO 20 KNOTS. THE MAXIMUM CROSSWIND COMPONENT FOR THE PITTS SPECIAL IS TWENTY-THREE KNOTS. BETWEEN 1340 TO 1540 FREQUENT MODERATE AND ISOLATED SEVERE TURBULENCE BELOW 8000 FEET WITH LOW LEVEL WIND SHEAR WAS FORECAST ON A LINE FROM MONTREAL TO NANTUCKET.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF CONTROL ON THE GROUND DUE TO THE IMPROPER OPERATION OF FLIGHT CONTROLS BY THE PILOT. A FACTOR RELATED TO THE ACCIDENT WAS THE VARIABLE WIND.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER

Phase of Operation: LANDING - ROLL

### Findings

1. (F) WEATHER CONDITION - TURBULENCE
2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. (C) JUDGMENT - POOR - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

### Findings

4. (F) WEATHER CONDITION - UNFAVORABLE WIND
5. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
6. (F) WEATHER CONDITION - TAILWIND

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Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

### Findings

7. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 24, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1500 hours (Total, all aircraft), 50 hours (Total, this make and model), 1500 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	LATHAM	<b>Registration:</b>	N98RL
<b>Model/Series:</b>	PITTS SPECIAL S-1C PITTS SPEC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	645H
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	September 1, 1990 Annual	<b>Certified Max Gross Wt.:</b>	1100 lbs
<b>Time Since Last Inspection:</b>	57 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1648 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	MICHAEL J. SMITH	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	MICHAEL J. SMITH	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered	<b>Visibility</b>	25 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots / 12 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	6°C / -3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	GLENS FALLS , NY (GFL )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:55 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	WARREN COUNTY GFL	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	328 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	1	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<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 Minor	<b>Latitude, Longitude:</b>	43.309314,-73.640579(est)

## Administrative Information

**Investigator In Charge (IIC):** Twine, Chauncey

**Additional Participating Persons:** MARK FURMAN; ALBANY , NY

**Original Publish Date:** April 27, 1993

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=36884>

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