



Aviation Investigation Final Report

Location:	QUINCY, Florida	Accident Number:	MIA96LA072
Date & Time:	January 25, 1996, 11:00 Local	Registration:	N5912D
Aircraft:	PIPER PA-22-160	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that as he started to flare for landing, the airplane encountered strong gusting winds and rolled into a steep bank. The pilot attempted to recover, but lost control of the airplane. The airplane then collided with the ground and cartwheeled.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind conditions, while beginning a flare to land, which resulted in a loss of aircraft control and collision with the ground.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

On January 25, 1996, about 1100 eastern standard time, N5912D, a Piper PA-22-160, crashed on landing at Quincy Airport, Quincy, Florida, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The private pilot received minor injuries and the airplane was substantially damaged. The flight originated about 20 minutes earlier from the pilot's private airstrip in the area.

The pilot stated that on short final approach he lost control of the airplane due to strong wind gusts. The airplane then cartwheeled on landing attempt.

Pilot Information

Certificate:	Private	Age:	73, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 20, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1635 hours (Total, all aircraft), 883 hours (Total, this make and model), 1377 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5912D
Model/Series:	PA-22-160 PA-22-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-4583
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	67 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-B1A
Registered Owner:	WILLIS O. FORMAN	Rated Power:	
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:	TLH ,201 ft msl	Distance from Accident Site:	250 Nautical Miles
Observation Time:	10:55 Local	Direction from Accident Site:	20°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	19 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	10°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TALLAHASSEE , FL	Type of Flight Plan Filed:	None
Destination:	(2J9)	Type of Clearance:	None
Departure Time:	10:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	QUINCY 2J9	Runway Surface Type:	Grass/turf
Airport Elevation:	222 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	2963 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Alston, Andrew
Additional Participating Persons:	HARVEY SCHWAB; JACKSONVILLE , FL
Original Publish Date:	May 9, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37975

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