



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | LA GRANDE, Oregon                    | <b>Accident Number:</b> | SEA96LA017  |
| <b>Date &amp; Time:</b>        | November 15, 1995, 07:30 Local       | <b>Registration:</b>    | N932A       |
| <b>Aircraft:</b>               | PIPER PA-22                          | <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 POSITIONED THE AIRPLANE IN THE RUN-UP AREA WITH THE NOSE INTO THE WIND. WHILE PERFORMING THE RUN-UP, A SWIRLING GUST OF WIND CONTACTED THE AIRPLANE. THE PILOT ADDED POWER TO TRY TO KEEP THE TAIL DOWN, BUT THE TAIL CONTINUED TO RISE AND THE AIRPLANE CARTWHEELED AND CAME TO REST INVERTED. AT THE TIME OF THE ACCIDENT, THE AUTOMATED WEATHER OBSERVATION/REPORTING SYSTEM ON THE AIRPORT WAS REPORTING THE WIND FROM 190 DEGREES AT 29 KNOTS, WITH GUSTS TO 40 KNOTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POOR JUDGMENT IN ATTEMPTING FLIGHT IN THE EXISTING WIND CONDITIONS.

## Findings

Occurrence #1: NOSE OVER  
Phase of Operation: STANDING - ENGINE(S) OPERATING

### Findings

1. (C) WEATHER CONDITION - HIGH WIND
2. (C) WEATHER CONDITION - GUSTS
3. (C) JUDGMENT - POOR - PILOT IN COMMAND



## Factual Information

On November 15, 1995, at 0730 Pacific standard time, a Piper PA- 22, N932A, nosed over in the run-up area at the La Grande Airport, La Grande Oregon. Visual meteorological conditions prevailed at the time and no flight plan was filed for the personal flight. The airplane was substantially damaged and the private pilot, the sole occupant, was not injured. The flight was preparing for take off and was destined for Weiser, Idaho.

During a telephone interview, the pilot reported that he had positioned the airplane into the wind and was performing the pre- flight run-up when a swirling gust of wind contacted the airplane. The pilot added power to try to keep the tail down, however, the tail continued to rise and the airplane cartwheeled and came to rest inverted.

The La Grande Automated Weather Observing/Reporting System (AWOS) at 0735, reported the winds from 190 degrees at 29 knots with gusts to 40 knots. At 0755, the winds were reported from 180 degrees at 29 knots with gusts to 45 knots.

### Pilot Information

|                                  |   |  |              |
|----------------------------------|---|--|--------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 57, Male     |
| <b>Airplane Rating(s):</b>       | Single-engine land  | <b>Seat Occupied:</b>                    | Left         |
| <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/<br>waivers/lim   | <b>Last FAA Medical Exam:</b>            | July 1, 1994 |
| <b>Occupational Pilot:</b>       | No  | <b>Last Flight Review or Equivalent:</b> |              |
| <b>Flight Time:</b>              | 1154 hours (Total, all aircraft), 611 hours (Total, this make and model), 109 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft) |  |              |

## Aircraft and Owner/Operator Information

|                                      |  |                                       |                 |
|--------------------------------------|--|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | PIPER  | <b>Registration:</b>                  | N932A           |
| <b>Model/Series:</b>                 | PA-22 PA-22  | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |  | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal   | <b>Serial Number:</b>                 | 22-236          |
| <b>Landing Gear Type:</b>            | Tricycle   | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | Annual   | <b>Certified Max Gross Wt.:</b>       | 1800 lbs        |
| <b>Time Since Last Inspection:</b>   | 35 Hrs   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          |  | <b>Engine Manufacturer:</b>           | LYCOMING        |
| <b>ELT:</b>                          | Installed, activated, did not aid in locating accident | <b>Engine Model/Series:</b>           | O-290-D2        |
| <b>Registered Owner:</b>             | DAVID MCCLAIN  | <b>Rated Power:</b>                   | 135 Horsepower  |
| <b>Operator:</b>                     | ROBERT H. ELTON  | <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> | LGD ,2714 ft msl                 | <b>Distance from Accident Site:</b>         |           |
| <b>Observation Time:</b>                | 07:35 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>                | 29 knots / 40 knots              | <b>Turbulence Type Forecast/Actual:</b>     | /         |
| <b>Wind Direction:</b>                  | 190°                             | <b>Turbulence Severity Forecast/Actual:</b> | /         |
| <b>Altimeter Setting:</b>               | 30 inches Hg                     | <b>Temperature/Dew Point:</b>               | 9°C / 4°C |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |           |
| <b>Departure Point:</b>                 |                                  | <b>Type of Flight Plan Filed:</b>           | None      |
| <b>Destination:</b>                     | WEISER , ID (S87 )               | <b>Type of Clearance:</b>                   | None      |
| <b>Departure Time:</b>                  | 00:00 Local                      | <b>Type of Airspace:</b>                    | Class G   |

## Airport Information

|                             |               |                                  |         |
|-----------------------------|---------------|----------------------------------|---------|
| <b>Airport:</b>             | LA GRANDE LGD | <b>Runway Surface Type:</b>      | Asphalt |
| <b>Airport Elevation:</b>   | 2714 ft msl   | <b>Runway Surface Condition:</b> | Dry     |
| <b>Runway Used:</b>         | 0             | <b>IFR Approach:</b>             | None    |
| <b>Runway Length/Width:</b> |               | <b>VFR Approach/Landing:</b>     |         |

## 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> | 45.319419,-118.199592(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Eckrote, Debra  |
| <b>Additional Participating Persons:</b> | THELMA BULLINGER; BOISE , ID  |
| <b>Original Publish Date:</b>            | February 14, 1996   |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=42309">https://data.nts.gov/Docket?ProjectID=42309</a> |

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