



Aviation Investigation Final Report

Location:	WINNEMUCCA, Nevada	Accident Number:	LAX01LA206
Date & Time:	June 8, 2001, 22:15 Local	Registration:	N7783K
Aircraft:	Piper PA-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After touchdown and under a crosswind condition, the airplane became partially airborne again over the runway (runway 32). The right wing struck the ground. The right main landing gear had also collapsed when the airplane "hit hard." The pilot lost directional control and the airplane swerved off the runway. Winds at the airport were reported by the ASOS (Automated Surface Observation Station) as 270 degrees at 13 knots. Peak wind speeds of 26 knots were also recorded. The Winnemucca weather station service records were obtained and did not indicate any operational downtime. The pilot reported a wind gust and the direction as calm on the Accident Report form 6120.1/2. He did not report that he had received an in-flight advisory or had observed the windsock before landing. A weather briefing was received by the pilot 7 hours 45 minutes prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to obtain weather information or an in-flight advisory that would have described current wind information at the destination airport and his subsequent failure to maintain directional control during landing.

Findings

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

Findings

1. WEATHER CONDITION - HIGH WIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. (C) GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND
5. (C) WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

6. WING - BENT
7. REMEDIAL ACTION - NOT SUCCESSFUL
8. LANDING GEAR, MAIN GEAR - COLLAPSED

Factual Information

On June 8, 2001, about 2215 Pacific daylight time, a Piper PA-20, N7783K, sustained substantial damage during a ground loop while landing at the Winnemucca, Nevada, airport. The private pilot/owner was operating the airplane under the provisions of 14 CFR Part 91. The pilot sustained no injuries. The cross-country night flight departed Mandril, Idaho, at an unknown time. Visual meteorological conditions prevailed, and a flight plan had not been filed.

According to the pilot's statements to the Safety Board investigator, he made a normal landing and was rolling out when a gust of wind lifted the left wing. The airplane became partially airborne and landed hard, collapsing the right main landing gear. Structural damage also resulted when the right wing was bent after it struck the ground. In his written report, the pilot stated that he had received a weather briefing 7 hours 45 minutes prior to the accident. Additionally, he reported a wind gust and the direction as calm at the Winnemucca Airport. He did not report having observed the windsock or having monitored the Winnemucca Automated Surface Observation System located on the field prior to the approach.

The Winnemucca METAR reported the wind information; 270 degrees at 13 knots with peak winds at 280 degrees and 26 knots, respectively. The National Weather Service station record for Winnemucca was requested for June 08, 2001, and the information obtained did not indicate any maintenance or operation downtime. The record displayed only one entry in the service logs for the following day. The entry read that the staff had "dialed into the site and saved 12 hours of 5-minute data after receiving notification of an aircraft incident."

Pilot Information

Certificate:	Private	Age:	50, 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 With waivers/limitations	Last FAA Medical Exam:	April 24, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	March 28, 2000
Flight Time:	356 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7783K
Model/Series:	PA-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20-610
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	April 20, 2000 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	34 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2160 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-290-D
Registered Owner:	Wesly Harju	Rated Power:	125 Horsepower
Operator:	Gregory S. McAdams	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KWMC,4308 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	21:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	23°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Madras, OR (S33)	Type of Flight Plan Filed:	None
Destination:	WINNEMUCCA, NV (WMC)	Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	WINNEMUCCA MUNI WMC	Runway Surface Type:	Asphalt
Airport Elevation:	4308 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	7000 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:	40.896667,-117.805831

Administrative Information

Investigator In Charge (IIC):	Crispin, Robert
Additional Participating Persons:	CLARENCE BOHARTZ; FAA - Ft Standards Dist Office; RENO, NV
Original Publish Date:	February 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52457

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).