



Aviation Investigation Final Report

Location:	MESA, Arizona	Accident Number:	LAX82DA096
Date & Time:	March 7, 1982, 08:25 Local	Registration:	N67771
Aircraft:	Howard Aircraft Corp. DGA-15P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE APPROACHING THE DESTINATION AIRPORT, THE OWNER/PILOT ASKED THE INSTRUCTOR PILOT TO LAND THE AIRCRAFT. THE INSTRUCTOR REPORTED THAT HE MAINTAINED A SLIGHTLY HIGHER THAN NORMAL AIRSPEED ON FINAL APPROACH TO COMPENSATE FOR VARIABLE WIND CONDITIONS. HE STATED THAT ON TOUCHDOWN, THE AIRCRAFT BOUNCED BECAUSE OF THE EXCESS AIRSPEED. DURING THE BOUNCE, THE LEFT WING WAS LIFTED AND THE AIRCRAFT TURNED ABOUT 45 DEGREES TO THE RIGHT. THE INSTRUCTOR ATTRIBUTED THIS TO A GUST OF WIND FROM THE LEFT. HE INITIATED A GO-AROUND TO CLEAR AN AIRCRAFT ON THE TAXIWAY. THE PLANE CROSSED OVER THE AIRCRAFT ON THE TAXIWAY AS WELL AS SEVERAL OTHERS ON A PARKING RAMP, THEN STALLED. FOUR PARKED AIRCRAFT WERE DAMAGED. THE INSTRUCTOR STATED THAT HE HAD CLIMBED TO 25 OR 30 FT AGL AND THE PLANE WAS BECOMING MORE STABLE IN LEVEL FLIGHT WHEN THE OWNER GOT ON THE CONTROLS, PROBABLY TO LOWER THE NOSE AND GAIN AIRSPEED. HE REPORTED MULTIPLE PITCH CONTROL MOVEMENTS AND CHANGES IN THE ANGLE-OF-ATTACK BEFORE THE PLANE STALLED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF

Findings

3. (C) GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)
4. (C) CONTROL INTERFERENCE - INITIATED - DUAL STUDENT
5. (F) LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF

Findings

7. OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	50, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 1, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1254 hours (Total, all aircraft), 18 hours (Total, this make and model), 37 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Howard Aircraft Corp.	Registration:	N67771
Model/Series:	DGA-15P DGA-15P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1713
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4425 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2200 Hrs	Engine Manufacturer:	P & W
ELT:	Installed	Engine Model/Series:	R-985-AN-6
Registered Owner:	JIMMIE R. GRAHAM	Rated Power:	450 Horsepower
Operator:	GEORGE MCKOWN	Operating Certificate(s) Held:	
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:	P16	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	6 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	62°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HUACHUCA , AZ (P16)	Type of Flight Plan Filed:	None
Destination:	MESA , AZ (E65)	Type of Clearance:	
Departure Time:	08:10 Local	Type of Airspace:	

Airport Information

Airport:	FALCON FIELD P16	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	
Runway Length/Width:	4300 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	33.440864,-111.849426(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 7, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71667>

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](#).