



Aviation Investigation Final Report

Location:	HEADLAND, Alabama	Accident Number:	ATL92LA176
Date & Time:	September 5, 1992, 13:30 Local	Registration:	N8098C
Aircraft:	PIPER PA-22T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT AND A PASSENGER, ALSO A PILOT, WERE CONDUCTING TOUCH AND GO LANDINGS TO RUNWAY 27. ON THE THIRD LANDING ROLL, THE PILOT ENCOUNTERED A WIND GUST AND THE AIRPLANE STARTED A LEFT DRIFT OFF THE RUNWAY; THE PILOT LOST CONTROL OF THE AIRPLANE. THE PASSENGER ATTEMPTED TO CORRECT THE DRIFT, BUT HE ALSO FAILED. THE AIRPLANE CONTINUED OFF THE RUNWAY AND COLLIDED WITH A DIRT BANK. THE PREVAILING WIND AT A NEARBY AIRPORT WAS OUT OF THE EAST GUSTING TO 15 KNOTS. NO MECHANICAL PROBLEMS WERE REPORTED BY THE PILOT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER EVALUATION OF WIND CONDITIONS AND SELECTION OF THE WRONG RUNWAY, WHICH RESULTED IN A LOSS OF CONTROL DURING THE LANDING ROLL. A FACTOR TO THE ACCIDENT WAS A GUSTING TAIL WIND.

Findings

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

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. (C) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

- 3. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
- 4. (F) WEATHER CONDITION - TAILWIND
- 5. (F) WEATHER CONDITION - GUSTS

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

Findings

- 6. AIRPORT/FACILITIES - DIRT BANK/RISING EMBANKMENT

Occurrence #3: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

- 7. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	30, 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:	November 17, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	204 hours (Total, all aircraft), 1 hours (Total, this make and model), 128 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8098C
Model/Series:	PA-22T PA-22T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-2244
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 3, 1992 Annual	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2400 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-290-D-2
Registered Owner:	WILKES, JAY W.	Rated Power:	135 Horsepower
Operator:	WILKES, JAY W.	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:	DHN ,351 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	13:50 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	Broken / 1800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(0J6)	Type of Flight Plan Filed:	None
Destination:	(0J6)	Type of Clearance:	None
Departure Time:	12:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	HEADLAND MUNICIPAL 0J6	Runway Surface Type:	Asphalt
Airport Elevation:	350 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	31.35077,-85.340744(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	GARY SOLWISCH; BIRMINGHAM , AL
Original Publish Date:	May 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8660

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