

National Transportation Safety Board
Washington, DC 20594

Printed on : 4/18/2010 7:58:38 PM

Brief of Accident

Adopted 05/26/1993

CHI93LA007													
File No. 470		10/08/1992		WICHITA, KS		Aircraft Reg No. N67433		Time (Local): 15:15 CDT					
Make/Model:		Howard Acft Corp. / DGA-15P				Fatal		Serious		Minor/None			
Engine Make/Model:		P&w / R-985				Crew		0		0		1	
Aircraft Damage:		Substantial				Pass		0		0		1	
Number of Engines:		1											
Operating Certificate(s):		None											
Type of Flight Operation:		Personal											
Reg. Flight Conducted Under:		Part 91: General Aviation											
Last Depart. Point:		MONTE' VISTA, CO				Condition of Light:		Day					
Destination:		WICHITA, KS				Weather Info Src:		Weather Observation Facility					
Airport Proximity:		On Airport/Airstrip				Basic Weather:		Visual Conditions					
Airport Name:		BEECH FACTORY AIRPORT				Lowest Ceiling:		4300 Ft. AGL, Overcast					
Runway Identification:		36				Visibility:		10.00 SM					
Runway Length/Width (Ft):		5000 / 100				Wind Dir/Speed:		300 / 023 Kts					
Runway Surface:		Asphalt				Temperature (°C):		10					
Runway Surface Condition:		Dry				Precip/Obscuration:							
Pilot-in-Command		Age: 76				Flight Time (Hours)							
Certificate(s)/Rating(s)						Total All Aircraft:		30000					
Commercial; Multi-engine Land; Single-engine Land						Last 90 Days:		21					
						Total Make/Model:		860					
Instrument Ratings						Total Instrument Time:		UnK/Nr					
Airplane													

THE PILOT OF THE CLASSIC TAILWHEEL AIRPLANE WAS PERFORMING A CROSSWIND LANDING. THE WINDS THE AIRPLANE ENCOUNTERED WERE APPROXIMATELY 60 TO 80 DEGREES TO THE LEFT OF THE AIRPLANE'S NOSE AND 23 TO 35 KNOTS IN VELOCITY. THE PILOT STATED THE AIRPLANE BEGAN A TURN TO THE LEFT UPON LANDING WHICH COULD NOT BE STOPPED WITH RUDDER AND BRAKE. THE PILOT SAID HE HAD PERFORMED MANY SUCCESSFUL CROSSWIND LANDINGS BEFORE, UNDER CONDITIONS SIMILAR TO THAT WHICH HE HAD ENCOUNTERED ON THE ACCIDENT DATE. THE AIRPLANE'S LEFT MAIN LANDING GEAR SEPARATED FROM THE AIRFRAME SHORTLY AFTER IT DEPARTED THE RUNWAY ENVIRONMENT. THE LEFT WING SHATTERED, ACCORDING TO THE PILOT, WHEN IT CONTACTED THE GROUND. ACCORDING TO THE AIRPLANE'S PILOT OPERATING HANDBOOK, THE MAXIMUM 90 DEGREE CROSSWIND COMPONENT IS 12 MILES PER HOUR.

Brief of Accident (Continued)

CHI93LA007
File No. 470 10/08/1992 WICHITA, KS Aircraft Reg No. N67433 Time (Local): 15:15 CDT

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

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. (C) PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
4. (F) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - ATTEMPTED - PILOT IN COMMAND
6. (F) GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. TERRAIN CONDITION - GRASS

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

INADEQUATE PREFLIGHT PLANNING/PREPARATION BY THE PILOT, THE PILOT'S OVER CONFIDENCE IN HIS PERSONAL ABILITY, AND AIRPLANE PERFORMANCE DATA NOT FOLLOWED BY THE PILOT.