



National Transportation Safety Board Aviation Accident Final Report

Location:	VINE GROVE, KY	Accident Number:	NYC94LA163
Date & Time:	09/01/1994, 1030 EDT	Registration:	N3256R
Aircraft:	PIPER PA-28R-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

AFTER A LOCAL FLIGHT, THE PILOT WAS ON FINAL TO THE PRIVATE GRASS STRIP WHERE THE FLIGHT ORIGINATED. HE HELD LEFT CONTROL CORRECTION ON FINAL FOR A LEFT QUARTERING HEAD WIND. ACCORDING TO THE PILOT, AT GROUND LEVEL THE WIND 'QUIT.' THE AIRPLANE TOUCHED DOWN WITH THE LEFT MAIN GEAR OFF OF THE LEFT SIDE OF THE RUNWAY. THE PILOT WAS NOT ABLE TO DIRECT THE AIRPLANE TO THE CENTER OF THE RUNWAY. THE AIRPLANE TRAVELED ABOUT 90 FEET, THE LEFT GEAR WENT INTO A DITCH, AND THE LEFT WING STRUCK A WOODEN POST. THE AIRPLANE THEN DID A LEFT GROUND LOOP. WINDS REPORTED 11 MILES FROM THE ACCIDENT SITE WERE AT 060 DEGREES AT 8 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's (1) inadequate compensation for wind conditions and (2) failure to align with the runway during landing touch down.

Findings

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

Findings

1. WEATHER CONDITION - CROSSWIND
 2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - FENCE POST

Factual Information

On September 1, 1994, at 1030 eastern daylight time, a Piper PA-28R-180, owned and piloted by Alfred Barr, was substantially damaged during landing at the Vine Grove Airport, Vine Grove, Kentucky. The pilot was not injured. Visual meteorological conditions prevailed and a flight plan had not been filed for the flight operating under 14 CFR 91.

In the NTSB Form 6120.1/2, the pilot stated that he was using left control and correction on final, to compensate for a quartering left head wind, while landing on runway 11. He further stated:

"...At ground level the wind quit. I touched down heading slightly left of the runway center. I tried to steer right with rudder with no response, probably because the grass runway was wet with dew. The aircraft continued until the left main gear went into a ditch, and left wing end hit a short post..."

In the FAA Inspector's statement, he stated that his investigation revealed the airplane touched down on the left side of the runway with the left half of the airplane off of the runway. The airplane travelled approximately thirty yards when it struck a wooden post with the left wing. The airplane continued in a sharp left turn causing the left and right main landing gear to collapse.

Winds at an airport, 6 miles north of Vine Grove, were reported to be from 060 degrees at 8 knots.

Pilot Information

Certificate:	Private	Age:	79, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	12/01/1993
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	830 hours (Total, all aircraft), 388 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3256R
Model/Series:	PA-28R-180 PA-28R-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28R-31253
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	08/30/1994, Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4449 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-BIE
Registered Owner:	C.B. SEVERS, ELSIE M. BARR	Rated Power:	180 hp
Operator:	C.B. SEVERS, ELSIE M. BARR	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FTK, 753 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	1057 EDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / 13° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1015 EDT	Type of Airspace:	Class G

Airport Information

Airport:	VINE GROVE (KY70)	Runway Surface Type:	Grass/turf
Airport Elevation:	678 ft	Runway Surface Condition:	Wet
Runway Used:	11	IFR Approach:	
Runway Length/Width:	2300 ft / 40 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT L PEARCE,	Report Date:	01/26/1995
Additional Participating Persons:	JOHN RHOADS; LOUISVILLE, KY		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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