



National Transportation Safety Board Aviation Accident Final Report

Location:	NORTH PLATTE, NE	Accident Number:	CHI98LA189
Date & Time:	06/02/1998, 1125 CDT	Registration:	N8469W
Aircraft:	Piper PA-28-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot elected to land on runway 30R. The winds were reported as 050 at 13. During the flare the pilot realized that the left main landing gear was off the side of the runway. During rollout the left wing impacted a runway light. The pilot was able to negotiate around a second runway light and re-enter the runway. A post accident examination of the airplane failed to reveal any pre-accident anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain control of the aircraft. Factors were the crosswind and runway light.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. (F) OBJECT - RUNWAY LIGHT

Factual Information

On June 2, 1998, at 1125 central daylight time, a Piper PA-28-180, N8469W, sustained substantial damage when the airplane impacted the terrain while landing on runway 30R at North Platte Regional Airport, near North Platte, Nebraska. The pilot and one passenger reported no injuries. The personal flight was being conducted under 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident and a visual flight rules (VFR) flight plan was on file. The flight departed Council Bluffs Airport, Council Bluffs, Nebraska, at 0933 with an intended destination of Crawford, Colorado, after a stop in North Platte.

The pilot stated that when he flared for the landing he found the left main landing gear to be off the edge of the runway. The airplane touched down and the left wing struck a runway light. He stated that he was able to negotiate around another runway light and re-enter the runway. He said that the wind was reported to be from 050 degrees at 13 knots when he attempted a landing on runway 30R.

An examination of the airplane post accident failed to reveal any pre-accident anomalies.

Pilot Information

Certificate:	Private	Age:	67, 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:	10/06/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	135 hours (Total, all aircraft), 31 hours (Total, this make and model), 67 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8469W
Model/Series:	PA-28-180 PA-28-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-2710
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/24/1998, 100 Hour	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	16 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3952 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A3A
Registered Owner:	GRANDVIEW AVIATION INC	Rated Power:	180 hp
Operator:	GRANDVIEW AVIATION INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	COUNCIL BLUFFS, NE (CBF)	Type of Flight Plan Filed:	VFR
Destination:	(LBF)	Type of Clearance:	None
Departure Time:	0933 CDT	Type of Airspace:	Class G

Airport Information

Airport:	LEE BIRD FIELD (LBF)	Runway Surface Type:	Concrete
Airport Elevation:	2779 ft	Runway Surface Condition:	Dry
Runway Used:	30R	IFR Approach:	None
Runway Length/Width:	8000 ft / 150 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:	

Administrative Information

Investigator In Charge (IIC):	STEPHEN A WILSON	Report Date:	02/15/2001
Additional Participating Persons:	AL CHRISTIANSEN; LINCOLN, NE		
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.nts.gov/pubdms/ .		

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