



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	VALPARAISO, IN	<b>Accident Number:</b>	CHI94LA030
<b>Date &amp; Time:</b>	11/02/1993, 1400 EST	<b>Registration:</b>	N369DP
<b>Aircraft:</b>	WACO YMF-5	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Ferry

---

## Analysis

THE PILOT REPORTED HE WAS LANDING IN A GUSTY CROSSWIND WHEN A GUST OF WIND LIFTED THE LEFT WING. HE SAID HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL, AND THE AIRPLANE SUBSEQUENTLY GROUND LOOPED AND NOSED OVER. THE PILOT REPORTED A TOTAL OF 5.8 HOURS OF FLIGHT EXPERIENCE IN THIS TYPE AIRPLANE AT THE TIME THE ACCIDENT OCCURRED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE COMPENSATION FOR WIND CONDITIONS WHILE LANDING IN A GUSTY CROSSWIND. FACTORS ASSOCIATED WITH THE ACCIDENT ARE THE GUSTY CROSSWIND AND THE PILOT'S LACK OF EXPERIENCE IN THIS TYPE AIRPLANE.

## Findings

---

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

### Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  4. (F) WEATHER CONDITION - CROSSWIND
  5. (F) WEATHER CONDITION - GUSTS
- 

Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

On November 2, 1993, about 1400 eastern standard time, a Waco YMF-5 airplane, N369DP, ground looped and came to rest inverted during landing at Valparaiso, Indiana. The private pilot reported no injury. The airplane was substantially damaged. Visual meteorological conditions existed at the field. The ferry flight originated in Lansing, Michigan about 1200 without a flight plan and operated under 14 CFR 91.

The pilot states that prior to entering the traffic pattern to land, he overflew the airport to check the wind sock for wind direction and velocity. He was not able to receive advisories from the airport unicom. The pilot approximated the direction of the wind to be from 190 degrees and the velocity 15 to 20 knots. He elected to land on runway 27. During the landing roll, the pilot states he experienced a strong gust which exceeded the control authority of the airplane. The left wing rose, the nose swung left, and the right lower wing tip struck the runway. The airplane then ground looped onto its back.

The pilot reported 5.8 hours flight experience in this type airplane at the time of the accident.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/07/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	937 hours (Total, all aircraft), 6 hours (Total, this make and model), 842 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	WACO	Registration:	N369DP
Model/Series:	YMF-5 YMF-5	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Provisional; Normal	Serial Number:	F5-007
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	11/01/1993, Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	53 Hours	Engines:	1 Reciprocating
Airframe Total Time:	330 Hours	Engine Manufacturer:	JACOBS
ELT:	Installed, not activated	Engine Model/Series:	R755B2M1
Registered Owner:	GARY L. PETERSEN	Rated Power:	245 hp
Operator:	GARY L. PETERSEN	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VPZ, 770 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1356 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 8000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7° C / -18° C
Precipitation and Obscuration:			
Departure Point:	LANSING, MI (LAN)	Type of Flight Plan Filed:	None
Destination:	CRETE, NE (CEK)	Type of Clearance:	None
Departure Time:	1200 EST	Type of Airspace:	Airport Advisory Area; Class G

## Airport Information

Airport:	PORTER COUNTY AIRPORT (VPZ)	Runway Surface Type:	Asphalt
Airport Elevation:	770 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## 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):	J R VALLASTER	Report Date:	09/13/1994
Additional Participating Persons:	OLAN H SCOTT; SOUTH BEND, IN		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).