



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	DOUGLAS, AZ	<b>Accident Number:</b>	LAX92LA158
<b>Date &amp; Time:</b>	04/01/1992, 1115 MST	<b>Registration:</b>	N28723
<b>Aircraft:</b>	PIPER PA-28-161	<b>Injuries:</b>	3 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

WHILE TAXIING TO A RUN-UP AREA ADJACENT TO THE ACTIVE RUNWAY FOR A LOCAL INSTRUCTIONAL FLIGHT, THE PILOT REPORTED A 'SUDDEN STRONG WIND GUST' OCCURRED THAT RENDERED ALL ATTEMPTS OF CROSS-CONTROLLING THE AIRCRAFT IN A GUSTY WIND CONDITION INEFFECTIVE. THE AIRCRAFT SUBSEQUENTLY NOSED OVER. ADDITIONALLY, TWO WITNESSES LOCATED CLOSE TO THE SCENE REPORTED AN 'EXTREMELY STRONG' WIND GUST SUDDENLY AROSE AT THE TIME OF THE ACCIDENT WHICH REPORTEDLY RATTLED BUILDING ROOFS AND THREW A PEDESTRIAN AGAINST A STRUCTURE.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
AN ENCOUNTER WITH AN UNFORECASTED HIGH VELOCITY WIND GUST WHICH CAUSED THE AIRPLANE TO NOSE OVER TO AN INVERTED POSITION.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER  
Phase of Operation: TAXI - TO TAKEOFF

### Findings

1. (C) WEATHER CONDITION - GUSTS
2. (C) WEATHER CONDITION - HIGH WIND
3. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: TAXI - TO TAKEOFF

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	55
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<b>Flight Time:</b>	2981 hours (Total, all aircraft), 84 hours (Total, this make and model), 2612 hours (Pilot In Command, all aircraft), 87 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N28723
<b>Model/Series:</b>	PA-28-161 PA-28-161	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	COCHISE COMMUNITY COLLEGE	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-D3G
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DUG, 4151 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	23 knots / 29 knots, Variable
<b>Temperature:</b>	16° C	<b>Visibility</b>	40 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	COCHISE COLLEGE AIRPORT (P03)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	5	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4800 ft / 80 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): Richard V Childress

Adopted Date: 08/26/1993

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](mailto: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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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.