



National Transportation Safety Board Aviation Accident Final Report

Location:	HARLAN, IA	Accident Number:	CHI99LA274
Date & Time:	08/01/1999, 1500 CDT	Registration:	N98FP
Aircraft:	North American AT-6G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

On landing, the aircraft departed the left side of the runway 33 and struck a small ditch embankment. The aircraft came to rest approximately 100 yards west of the runway. A weather report showed winds from 30-degrees magnetic at 8 knots gusting to 14 knots. The pilot stated that he was landing in a crosswind. The pilot stated that the crosswind correction used on the approach was not '...well stabilized, and [a] go around was contemplated, but [the airplane] touched down and ground looped.' A post accident examination of the airplane revealed no preexisting anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilot to maintain directional control of the aircraft during landing. Factors to the accident were the crosswind, the failure of the pilot to maintain compensation for the crosswind condition on approach, and the inadvertent ground loop encountered by the pilot.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (F) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - DITCH

Factual Information

On August 1, 1999, at 1500 central daylight time, a North American AT-6G, N98FP, piloted by a commercial pilot, sustained substantial damage during landing, on Runway 33 (4,100 feet by 75 feet, dry/asphalt), at the Harlan Municipal Airport, Harlan, Iowa. The flight was conducted under the provisions of 14 CFR Part 91 and was not on a flight plan. The pilot reported no injuries to himself or to his one passenger. The flight had originated from the Wittman Regional Airport, Oshkosh, Wisconsin, about 1200.

In a written statement, the pilot stated that he was landing in a crosswind. The pilot stated that the crosswind correction used on the approach was not "...well stabilized, and [a] go around was contemplated, but [the airplane] touched down and ground looped."

The aircraft departed the left side of the runway and struck a small ditch embankment. The aircraft came to rest approximately 100 yards west of the runway.

A weather report for a reporting station located at the Audubon County Airport, Audubon, Iowa, which is 20 nautical miles and 70-degrees magnetic from the accident site, was reporting winds from 30-degrees magnetic at 8 knots gusting to 14 knots.

A post accident examination of the airplane revealed no preexisting anomalies.

Pilot Information

Certificate:	Commercial	Age:	64
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/14/1999
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	603 hours (Total, all aircraft), 422 hours (Total, this make and model), 513 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	North American	Registration:	N98FP
Model/Series:	AT-6G AT-6G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7695
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	07/01/1999, Annual	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:	21 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4197 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	1340-AN
Registered Owner:	WILLIAM M REED	Rated Power:	600 hp
Operator:	WILLIAM M REED	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ADU, 1287 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1445 CDT	Direction from Accident Site:	70°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots / 14 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25° C / 18° C
Precipitation and Obscuration:			
Departure Point:	OSHKOSH, WI (OSH)	Type of Flight Plan Filed:	None
Destination:	(HNR)	Type of Clearance:	None
Departure Time:	1200 CDT	Type of Airspace:	Class E

Airport Information

Airport:	HARLAN MUNICIPAL AIRPORT (HNR)	Runway Surface Type:	Asphalt
Airport Elevation:	1231 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	4100 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

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):	JOHN M BRANNEN	Report Date:	10/13/2000
Additional Participating Persons:	JIM BALAZS; DES MOINES, IA		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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