



National Transportation Safety Board Aviation Accident Final Report

Location:	FULTON, MO	Accident Number:	MKC86LA099
Date & Time:	05/01/1986, 1145 CDT	Registration:	N3XX
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT AND HIS PASSENGER WERE ON A SHORT FLIGHT TO CHECK THE OPERATION OF A VOR RECEIVER. WHILE THEY WERE ON THE LANDING ROLL, A GUST OF WIND TURNED THE NOSE OF THE AIRPLANE TO THE LEFT AND THE AIRPLANE RAN OFF THE RUNWAY AND THE RIGHT GEAR HIT A RUNWAY LIGHT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. (F) WEATHER CONDITION - GUSTS
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. (F) OBJECT - RUNWAY LIGHT

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	64, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Glider	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/09/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2551 hours (Total, all aircraft), 50 hours (Total, this make and model), 2412 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3XX
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	12-811
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	10/01/1985, Annual	Certified Max Gross Wt.:	1625 lbs
Time Since Last Inspection:	85 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2822 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-235 C1
Registered Owner:	ROY L. KIRGAN	Rated Power:	100 hp
Operator:	WILBERT F. ONDES	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	COU, 889 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	1150 CDT	Direction from Accident Site:	300°
Lowest Cloud Condition:	Thin Broken / 25000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / 2° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1125 CDT	Type of Airspace:	Class G

Airport Information

Airport:	MUNICIPAL (H65)	Runway Surface Type:	Asphalt
Airport Elevation:	886 ft	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	3200 ft / 50 ft	VFR Approach/Landing:	Go Around; 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):	EUGENE ROTH	Report Date:	
Additional Participating Persons:	KATHRINE M HAKALA; ST. LOUIS, MO		
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/ .		

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](#).