



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	FULTON, MO	<b>Accident Number:</b>	MKC86LA099
<b>Date &amp; Time:</b>	05/01/1986, 1145 CDT	<b>Registration:</b>	N3XX
<b>Aircraft:</b>	PIPER PA-12	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

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

### Findings

4. (F) OBJECT - RUNWAY LIGHT

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	64
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	Airplane Single-engine; Glider
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3XX
<b>Model/Series:</b>	PA-12 PA-12	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	WILBERT F. ONDES	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235 C1
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	COU, 889 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	12 knots / , 330°
<b>Temperature:</b>	19° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	MUNICIPAL (H65)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	5	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3200 ft / 50 ft		

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	EUGENE ROTH	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.