



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Amarillo, TX	<b>Accident Number:</b>	FTW01LA135
<b>Date &amp; Time:</b>	06/02/2001, 1350 CDT	<b>Registration:</b>	N2495C
<b>Aircraft:</b>	Piper PA-38-112	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

Prior to turning final, the pilot completed the before landing checks. While on final approach to runway 04, the engine "sputtered a little." There was a strong right crosswind so the pilot crabbed the airplane into the wind. Prior to landing, the pilot aligned the airplane with the runway, and the wind began pushing the airplane to the left. The pilot initiated a go-around by applying full throttle and turning off the carburetor heat; however, the engine began to "sputter." Subsequently, the airplane landed "hard" on its left main landing gear, bounced several times, veered left, and exited the runway onto the grass. While on the grass, the airplane porpoised several times collapsing the nose landing gear. The airplane came to rest on its nose. At the time of the accident, the wind was from 140 degrees at 14 knots gusting to 19 knots.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the crosswind, which resulted in a hard landing. A contributing factor was the crosswind.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	204 hours (Total, all aircraft), 27 hours (Total, this make and model), 170 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N2495C
<b>Model/Series:</b>	PA-38-112	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Ceburne Aviation Services	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-L2C
<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>	ama, 3605 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	14 knots / 19 knots, 140°
<b>Temperature:</b>	27° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CLEBURNE, TX (F18)	<b>Destination:</b>	Amarillo, TX (AMA)

## Airport Information

<b>Airport:</b>	AMARILLO INTL (AMA)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	04	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	13502 ft / 300 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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>	Douglas D Wigington	<b>Adopted Date:</b>	10/09/2001
<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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