



National Transportation Safety Board Aviation Accident Final Report

Location:	BIG SPRING, TX	Accident Number:	FTW82DA115
Date & Time:	03/01/1982, 1430 CST	Registration:	N8832L
Aircraft:	PIPER PA-25-235C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT REPORTED THAT HE HAD BEEN PRACTICING CROSSWIND LANDINGS IN WINDS THAT WERE GUSTING TO 25 KNOTS. ON THE LAST LANDING, HE USED FLAPS. HE REPORTED THAT HE HAD LANDED AND WAS TAXIING ON THE RUNWAY WHEN A GUST OF WIND RAISED THE RIGHT WING. THE LEFT WING STRUCK THE RUNWAY AND WAS DAMAGED. THE PILOT REPORTED THAT HE WAS ATTEMPTING TO RETRACT THE MANUAL FLAPS AND WAS HAVING TROUBLE GETTING THE LOCK TO RELEASE WHEN THE GUST WAS ENCOUNTERED.

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: TAXI - FROM LANDING

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS
4. FLT CONTROL SYST, WING FLAP CONTROL - BINDING(MECHANICAL)
5. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. (F) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	33, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/05/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	103 hours (Total, all aircraft), 3 hours (Total, this make and model), 73 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8832L
Model/Series:	PA-25-235C PA-25-235C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	25-5343
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1816 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-540-B2C5
Registered Owner:	ROBERT E. MCCLURE	Rated Power:	235 hp
Operator:	ROBERT E. MCCLURE	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	74° C / 0° C
Precipitation and Obscuration:			
Departure Point:	BIG SPRING, TX (BGS)	Type of Flight Plan Filed:	None
Destination:	BIG SPRING, TX (BGS)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	BIG SPRING (BGS)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	8800 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	03/01/1983
Additional Participating Persons:		
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](#).