



National Transportation Safety Board Aviation Accident Data Summary

Location:	Owatonna, MN	Accident Number:	CHI03LA034
Date & Time:	10/01/2002, 1530 CDT	Registration:	N32039
Aircraft:	Waco UPF-7	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The instructional flight resulted in substantial damage to the airplane during a go-around from a bounced landing when it veered off runway 30, impacted the runway's precision approach path indicator light unit, and nosed over in a ditch. The wind was from 360 degrees at 14 knots gusting to 18 knots. The dual student was receiving tailwheel training from a certified flight instructor (CFI), which began earlier in the day in a Champion 7ECA and transitioned to a Waco UPF-7, which was owned by the CFI. The fourth flight of the day was to serve as a transition for landing on a hard surface runway in the Waco UPF-7. The first landing on the hard surface runway was reported as successful. The second landing resulted in a bounced landing followed by a go-around. The third landing resulted in a bounced landing followed by a go-around attempt at which point there was a reported transfer of controls to the CFI. The Waco UPF-7 was described in a publication as having little visibility straight ahead. The publication suggested that CFIs have at least 20 hours in the specific model of tailwheel airplane in which they want to give instruction in. All of the flights were accomplished with the CFI occupying the front seat and the dual student in the rear seat. The CFI reported a total flight time of 17 hours as instructor in Waco UPF-7 airplanes, of which about 3 hours were accumulated on the day of the accident. The dual student had a tailwheel endorsement and accumulated total flight time 2.7 hours in the accident airplane.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The remedial action not performed by the certified flight instructor (CFI) during the bounced landing and directional control not maintained during the go-around by CFI. Contributing factors were the CFIs preflight planning/preparation in placing the dual student in the rear seat, the limited ability for visual detection from the rear seat, and the lack of instructional experience of the CFI in the make and model of the accident airplane. The gusts and crosswind were additional factors.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
3. (F) LACK OF EXPERIENCE - PILOT IN COMMAND(CFI)
4. (F) WEATHER CONDITION - GUSTS
5. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)
6. (F) VISUAL/AURAL DETECTION

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

7. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)

Occurrence #3: NOSE OVER
Phase of Operation: GO-AROUND (VFR)

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial; Flight Engineer	Age:	47
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Balloon; Glider	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	15500 hours (Total, all aircraft), 36 hours (Total, this make and model), 13800 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	58
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	2423 hours (Total, all aircraft), 3 hours (Total, this make and model), 2356 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Waco	Registration:	N32039
Model/Series:	UPF-7	Engines:	1 Reciprocating
Operator:	David A. Schroeder	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	W670-6N
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OWA, 1146 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	14 knots / 18 knots, 360°
Temperature:	22° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Owatonna, MN (OWA)	Destination:	(OWA)

Airport Information

Airport:	OWATONNA MUNI (OWA)	Runway Surface Type:	Concrete
Runway Used:	30	Runway Surface Condition:	Dry
Runway Length/Width:	5500 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	44.123333, -93.260556		

Administrative Information

Investigator In Charge (IIC):	Mitchell F Gallo	Adopted Date:	09/30/2003
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/ .		

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