



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Peyton, CO | Accident Number: | CEN12LA522 |
| Date & Time: | 08/01/2012, 1145 MDT | Registration: | N7808Z |
| Aircraft: | PIPER PA18 | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

After landing, the airplane's left wing contacted the ground during the taxi in gusting wind conditions, which resulted in damage to the left wing spar. The pilot completed the taxi to the tie-down area without further incident. The pilot stated that the accident could have been prevented if he had been more vigilant in watching and immediately correcting for any wind gusts that might upset the airplane.

Flight Events

- Taxi - Other weather encounter
- Taxi - Loss of control on ground
- Taxi - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's failure to maintain airplane control during taxi in gusting wind conditions.

Findings

- Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C
- Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
- Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Effect on equipment

Pilot Information

| | | | |
|----------------------------------|---|------------------------------|--|
| Certificate: | Airline Transport; Flight Instructor; Commercial; Flight Engineer | Age: | 66 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | Glider | Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine; Glider; Instrument Airplane |
| Flight Time: | 29235 hours (Total, all aircraft), 350 hours (Total, this make and model), 24625 hours (Pilot In Command, all aircraft), 146 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|------------------------------------|--------------------------------------|----------------------|-----------------|
| Aircraft Manufacturer: | PIPER | Registration: | N7808Z |
| Model/Series: | PA18 150 | Engines: | 1 Reciprocating |
| Operator: | High Flights Soaring Club Inc | Engine Manufacturer: | LYCOMING |
| Air Carrier Operating Certificate: | None | Engine Model/Series: | O-360-C2A |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------------|------------------------------|------------------------------|
| Observation Facility, Elevation: | FLY, 6874 ft msl | Weather Information Source: | Weather Observation Facility |
| Conditions at Accident Site: | Visual Conditions | Lowest Ceiling: | None |
| Condition of Light: | Day | Wind Speed/Gusts, Direction: | 10 knots/ 14 knots, 70° |
| Temperature: | 30°C / 7°C | Visibility | 10 Miles |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Peyton, CO (FLY) | Destination: | Peyton, CO (FLY) |

Airport Information

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|----------------------|---------------------------|---------------------------|-----------------------|
| Airport: | Meadow Lake Airport (FLY) | Runway Surface Type: | Asphalt; Dirt; Gravel |
| Runway Used: | 15R | Runway Surface Condition: | Dry |
| Runway Length/Width: | 1800 ft / 15 ft | | |

Wreckage and Impact Information

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|---------------------|--------|---------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |

Administrative Information

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|-------------------------------|---|---------------|------------|
| Investigator In Charge (IIC): | Mitchell F Gallo | Adopted Date: | 07/29/2013 |
| Investigation Docket: | http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=84588 | | |

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.