



Aviation Investigation Final Report

Location:	MINNEAPOLIS, Minnesota	Accident Number:	CHI97LA169
Date & Time:	June 16, 1997, 20:55 Local	Registration:	N2455F
Aircraft:	Piper PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot said that the airplane bounced during landing. 'To avoid continued bounces, I decided to go-around. When I added power, the plane turned, heading off the runway. I tried to regain airspeed with full power.' The student pilot said that he did not have sufficient altitude to clear some buildings on the northwest side of the airport. He flew the airplane between two buildings. 'It [the airplane] appears to have caught a wire drawn between the buildings. The plane pitched down, hitting two fences. The airplane came to rest in a group of trees.' Examination of the wreckage revealed no anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's improper recovery from a bounced landing and failure to maintain proper runway alignment during a go-around (aborted landing). Factors relating to the accident were: the pilot's improper flare for landing, the reduced light conditions at dusk, and the obstruction (static wire) that was encountered during the go-around.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) FLARE - IMPROPER - PILOT IN COMMAND

2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GO-AROUND - INITIATED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

5. (F) LIGHT CONDITION - DUSK
6. (F) OBJECT - WIRE, STATIC
7. OBJECT - FENCE
8. OBJECT - TREE(S)

Factual Information

On June 16, 1997, at 1938 central daylight time (cdt), a Piper PA-38-112, N2455F, operated by a student pilot, sustained substantial damage when on a go-around from a bounced landing, the airplane struck a wire. The airplane subsequently impacted into a field. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under 14 CFR Part 91. A flight plan was not on file. The student pilot reported no injuries. The local flight originated at Minneapolis, Minnesota, at 1930 cdt.

In his written statement, the student pilot said that the airplane bounced during landing. "To avoid continued bounces, I decided to go-around. When I added power, the plane turned, heading off the runway. I tried to regain airspeed with full power." The student pilot said that he did not have sufficient altitude to clear some buildings on the northwest side of the airport. He flew the airplane between two buildings. "It [the airplane] appears to have caught a wire drawn between the buildings. The plane pitched down, hitting two fences. The airplane came to rest in a group of trees."

The Federal Aviation Administration (FAA) inspector who examined the wreckage at the site found the airplane resting in a field on the west side of an airport perimeter road. The inspector observed several propeller strikes in the road crossing from east to west. Damage was observed to a 3/8-inch rusted static wire located 150 feet east of the accident site. Both of the airplane's wings had broken off at the wing roots. The aft fuselage and empennage were twisted to the left. The airplane's nose gear was bent aft and upward. The airplane's firewall was bent aft. The propeller fittings were sheared at the flange. Both propeller blades were peeled rearward, and showed torsional bending and chordwise scratching. Flight control continuity was confirmed. Examination of the engine, engine controls and other airplane systems revealed no anomalies.

Pilot Information

Certificate:	Student	Age:	46, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 5, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	19 hours (Total, all aircraft), 19 hours (Total, this make and model), 19 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2455F
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	38-79A0456
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	April 25, 1997 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	85 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5378 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	THUNDERBIRD AIRCRAFT CO.	Rated Power:	112 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	MIC	Distance from Accident Site:	
Observation Time:	19:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(MIC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:30 Local	Type of Airspace:	Class B

Airport Information

Airport:	CRYSTAL MIC	Runway Surface Type:	Asphalt
Airport Elevation:	869 ft msl	Runway Surface Condition:	Dry
Runway Used:	31L	IFR Approach:	None
Runway Length/Width:	3266 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.879131,-93.220703(est)

Administrative Information

Investigator In Charge (IIC):	Bowling, David
Additional Participating Persons:	TOM HAGAR; MINNEAPOLIS , MN
Original Publish Date:	October 31, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=10596

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).