



# Aviation Investigation Final Report

<b>Location:</b>	MANKATO, Minnesota	<b>Accident Number:</b>	CHI98LA087
<b>Date &amp; Time:</b>	January 25, 1998, 11:00 Local	<b>Registration:</b>	N110RR
<b>Aircraft:</b>	Piper J3C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot attempted a landing in a field at a friend's farm after a short flight from a nearby airport. The pilot stated that on approach he noted a crosswind from the left and had the '...left wing low for [the] wind.' The pilot stated the airplane drifted to the right of the centerline of the intended landing site, impacted a pipeline marker pole, and substantially damaged the airplane. The pilot stated that he 'couldn't tell [he] was drifting to [the] north because of [the] snow conditions.'

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the wind conditions and not maintaining proper alignment. Factors contributing to the accident were the snow covered terrain and the lack of depth perception it produced.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING

### Findings

1. (F) TERRAIN CONDITION - SNOW COVERED
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

4. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - POLE

## Factual Information

On January 25, 1998, at 1100 central standard time (cst), a Piper J3C, N110RR, was substantially damaged during a collision with a pipeline marker pole during the landing rollout in a farmer's field. The instrument rated commercial pilot reported no injuries. The 14 CFR Part 91 personal flight was not operating on a flight plan. Visual meteorological conditions were reported at the time of the accident. The flight departed Eagle Nest, Minnesota, at 1045 cst.

The pilot stated that he was coming into land at a friend's farm field when the accident occurred. The pilot stated that he went over wires and was attempting to land alongside of a road. The pilot said there was a little bit of a wind from the south and that he was landing to the west. He stated that he "...had the left wing low for [the] wind," which hid a pipeline pole. The pilot stated the airplane drifted to the right of the centerline of the intended landing site. He stated that he lost depth perception and could not see because of the fresh snow conditions. The pilot said that "by the time [he] realized it, it was too late..." and the airplane impacted a pipeline marker pole, hitting the right wing strut and resulting in substantial damage.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Unknown	<b>Last FAA Medical Exam:</b>	April 1, 1996
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4100 hours (Total, all aircraft), 500 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N110RR
<b>Model/Series:</b>	J3C J3C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	19659
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	C-85-12F
<b>Registered Owner:</b>	GROSKURTH-REICHEL-LUNDGREN	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	WALTER GROSKURTH	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MKT ,1020 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	10:56 Local	<b>Direction from Accident Site:</b>	140°
<b>Lowest Cloud Condition:</b>	Scattered / 1100 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 1900 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	-2°C / -7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	EAGLE NEST , MN (PVT )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	44.160034,-93.989021(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Silliman, Jim
<b>Additional Participating Persons:</b>	JOHN LYONS; MINNEAPOLIS , MN
<b>Original Publish Date:</b>	May 4, 1998
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=10823">https://data.ntsb.gov/Docket?ProjectID=10823</a>

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