



Aviation Investigation Final Report

Location:	GRIFFITH, Indiana	Accident Number:	CHI86LA132
Date & Time:	April 27, 1986, 13:56 Local	Registration:	N3321A
Aircraft:	PIPER PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER TAKEOFF AND WHILE CLIMBING THROUGH 60 FT AGL THE PLT COULD NOT MOVE THE AILERON TO RECOVER FROM A 15 DEG LEFT BANK. THE PLT REDUCED POWER AND LANDED THE ACFT IN A LEFT WING LOW ATTITUDE. THE ACFT SLID AND STRUCK A CREEK BANK WITH THE RIGHT WING. POST ACCIDENT INSPECTION REVEALED THE RUDDER PEDALS WERE JAMMED IN THE FULL LEFT POSITION. THE AILERON AND RUDDER CONTROLS ARE INTERCONNECTED ON THIS ACFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLIGHT CONTROL,AILERON - BINDING(MECHANICAL)
 2. (C) FLIGHT CONTROL,ELEVATOR - BINDING(MECHANICAL)
 3. (C) FLIGHT CONTROL,AILERON - INOPERATIVE
 4. (C) FLIGHT CONTROL,ELEVATOR - INOPERATIVE
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine land	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--no waivers/lim.	Last FAA Medical Exam:	July 9, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	436 hours (Total, all aircraft), 136 hours (Total, this make and model), 134 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3321A
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-1596
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 1, 1985 100 hour	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:	68 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2450 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-290-D2
Registered Owner:	L.H. DELL	Rated Power:	135 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:	Day
Observation Facility, Elevation:	GYG ,632 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	12:45 Local	Direction from Accident Site:	310°
Lowest Cloud Condition:	25000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GIFFITH , IN (O5C)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:55 Local	Type of Airspace:	Class D

Airport Information

Airport:	GIFFITH O5C	Runway Surface Type:	Asphalt
Airport Elevation:	640 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	4000 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	41.520298,-87.420532(est)

Administrative Information

Investigator In Charge (IIC):	Mcavoy, Edward
Additional Participating Persons:	ROLAND B KNIPP; SOUTH BEND , IN W RANKIN; SOUTH BEND , IN
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=13454

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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](#).