



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | BLOOMINGTON, Illinois | Accident Number: | CHI87DEV01 |
| Date & Time: | November 8, 1986, 10:30 Local | Registration: | N8156C |
| Aircraft: | PIPER PA-34-200T | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

ACCORDING TO THE PLT, THE ACFT BOUNCED UPON TOUCHDOWN. SHE ATTEMPTED TO REFLARE THE ACFT, HOWEVER, IT BOUNCED AGAIN AND A GO-AROUND WAS PERFORMED. THE ACFT WAS THEN LANDED WITHOUT FURTHER INCIDENT. FOLLOWING THE LANDING IT WAS DETERMINED THE ACFT HAD RECEIVED SUBSTANTIAL DAMAGE DURING THE BOUNCED LANDING.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (F) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Factual Information

Pilot Information

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|----------------------------------|---|--|------------------|
| Certificate: | Commercial; Flight instructor | Age: | 54,Female |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane single-engine | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--w/ waivers/lim | Last FAA Medical Exam: | January 30, 1986 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 2044 hours (Total, all aircraft), 892 hours (Total, this make and model), 1710 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N8156C |
| Model/Series: | PA-34-200T PA-34-200T | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 348070122 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | October 18, 1986 Annual | Certified Max Gross Wt.: | 4570 lbs |
| Time Since Last Inspection: | 30 Hrs | Engines: | 2 Reciprocating |
| Airframe Total Time: | 1834 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | TSIO-360-EB |
| Registered Owner: | LEWIS & MARILYN TRUPIN | Rated Power: | 200 Horsepower |
| Operator: | MARILYN E. TRUPIN | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-----------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | BMI ,875 ft msl | Distance from Accident Site: | |
| Observation Time: | 10:45 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 10000 ft AGL | Visibility | 20 miles |
| Lowest Ceiling: | Broken / 20000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 15 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 280° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 11°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | SAVOY , IL (CMI) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 10:05 Local | Type of Airspace: | Class D;Class E |

Airport Information

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|-----------------------------|------------------------|----------------------------------|--|
| Airport: | BLOOMINGTON NORMAL BMI | Runway Surface Type: | Concrete |
| Airport Elevation: | 875 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 29 | IFR Approach: | None |
| Runway Length/Width: | 6500 ft / 150 ft | VFR Approach/Landing: | Full stop;Touch and go;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 40.469043,-88.970413(est) |

Administrative Information

Investigator In Charge (IIC): Atkins, Russ

Additional Participating Persons: L. J NOSKA; SPRINGFIELD , IL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13602>

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](#).