



Aviation Investigation Final Report

Location:	SHEBOYGAN, Wisconsin	Accident Number:	CHI88DEP03
Date & Time:	January 24, 1988, 11:45 Local	Registration:	N25760
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE AIRCRAFT EXPERIENCED A LOSS OF CONTROL DURING THE TAKEOFF PORTION OF A TOUCH AND GO. THE AIRCRAFT DEPARTED THE RUNWAY AND STRUCK A SNOWBANK COLLAPSING THE NOSE GEAR. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) TERRAIN CONDITION - ICY
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. (F) TERRAIN CONDITION - SNOWBANK

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: TAKEOFF - ROLL/RUN

Findings
5. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Student	Age:	39, 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--no waivers/lim.	Last FAA Medical Exam:	November 3, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	17 hours (Total, all aircraft), 17 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N25760
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	38 81A0073
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	October 27, 1987 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	83 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2017 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	CHAPLIN AVIATION INC.	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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SHEBOYGAN FALLS, WI (SBM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	SHEBOYGAN CTY MEMORIAL SBM	Runway Surface Type:	Asphalt
Airport Elevation:	746 ft msl	Runway Surface Condition:	Snow
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3950 ft / 75 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	43.719799,-87.820419(est)

Administrative Information

Investigator In Charge (IIC): Ebert, C

Additional Participating Persons:

Original Publish Date: March 13, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13875>

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](#).