



Aviation Investigation Final Report

Location:	BEDFORD, Indiana	Accident Number:	CHI88LA130
Date & Time:	June 8, 1988, 18:10 Local	Registration:	N7151P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT LANDED BEYOND HIS INTENDED TOUCHDOWN POINT ON THE RUNWAY DUE TO EXCESSIVE AIRSPEED DURING THE APPROACH TO LANDING AND TOUCHDOWN. WHEN THE AIRCRAFT RAN OFF THE DEPARTURE END OF THE RUNWAY THE PILOT ELECTED TO PERFORM AN INTENTIONAL GROUND LOOP/SWERVE IN AN ATTEMPT TO AVOID A DITCH/CULVERT IN THE AIRCRAFT'S PATH. THE SIDE LOADS INCURRED DURING THIS MANEUVER CAUSED THE RIGHT MAIN LANDING GEAR TO COLLAPSE.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) LIGHT CONDITION - DUSK
 2. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
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Occurrence #2: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

4. (F) GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
5. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	33, 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-w/ waivers/lim	Last FAA Medical Exam:	August 21, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	174 hours (Total, all aircraft), 95 hours (Total, this make and model), 174 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7151P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-2316
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 4, 1988 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1550 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1A5
Registered Owner:	HAMAYOUN F. SARABI	Rated Power:	250 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:	BMG ,847 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	18:48 Local	Direction from Accident Site:	158°
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29°C / 19°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	LOUISVILLE , KY	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	17:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	BEDFORD BFR	Runway Surface Type:	Asphalt
Airport Elevation:	728 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3100 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

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:	38.860595,-86.490066(est)

Administrative Information

Investigator In Charge (IIC):	Reeves, Jodi
Additional Participating Persons:	R. J BISSONNETTE; INDIANAPOLIS , IN
Original Publish Date:	July 10, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=14089

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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](#).