



# Aviation Investigation Final Report

<b>Location:</b>	JENISON, Michigan	<b>Accident Number:</b>	CHI90LA053
<b>Date &amp; Time:</b>	December 29, 1989, 10:30 Local	<b>Registration:</b>	N1294T
<b>Aircraft:</b>	PIPER PA-34-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

## Analysis

THE FLIGHT WAS A MULTI-ENGINE CHECK RIDE FOR THE PILOT/APPLICANT. BOTH PILOTS REPORTED THAT AS THEY WERE ON A SHORT FINAL APPROACH THE AIRCRAFT 'ABRUPTLY OSCILLATED (BUFFETED), PITCHED NOSE UP THEN NOSE DOWN...' THE NOSEWHEEL IMPACTED THE RUNWAY AND BROKE OFF, AND THE AIRCRAFT SKIDDED OFF THE LEFT SIDE OF THE RUNWAY. THE PILOTS STATED THAT THE AIRCRAFT HAD ACCUMULATED ABOUT 1/2' OF MIXED ICE DURING THEIR DESCENT THROUGH THE CLOUDS. THE AIRCRAFT HAD BEEN MODIFIED WITH A ROBERTSON STOL KIT IN JULY, 1976. THE AIRCRAFT IS NOT CERTIFIED OR EQUIPPED FOR FLIGHT IN ICING CONDITIONS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN ADEQUATE AIRSPEED DURING THE APPROACH. A CONTRIBUTING FACTOR WAS THE ICING CONDITION THAT EXISTED AT THE TIME OF THE ACCIDENT.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS

2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. (C) STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: HARD LANDING

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

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Occurrence #3: NOSE GEAR COLLAPSED

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. LANDING GEAR, NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 6, 1989
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	339 hours (Total, all aircraft), 11 hours (Total, this make and model), 208 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N1294T
<b>Model/Series:</b>	PA-34-200 PA-34-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	34-7250284
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	September 25, 1989 Annual	<b>Certified Max Gross Wt.:</b>	4200 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2912 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-360-C1E6
<b>Registered Owner:</b>	JENISON AIRLEASE, INC.	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	12 miles
<b>Lowest Ceiling:</b>	Overcast / 1300 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	VFR/IFR
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:20 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	RIVERVIEW AIRPORT 08C	<b>Runway Surface Type:</b>	Asphalt;Snow
<b>Airport Elevation:</b>	603 ft msl	<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	14	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3765 ft / 46 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	2 None	<b>Latitude, Longitude:</b>	42.899364,-85.819984(est)

## Administrative Information

**Investigator In Charge (IIC):** Reeves, Jodi

**Additional Participating Persons:**

**Original Publish Date:** September 30, 1991

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=14611>

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