



# Aviation Investigation Final Report

<b>Location:</b>	CARBONDALE, Illinois	<b>Accident Number:</b>	CHI90LA144
<b>Date &amp; Time:</b>	May 31, 1990, 11:45 Local	<b>Registration:</b>	N32AC
<b>Aircraft:</b>	PIPER PA23-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT STATED THAT THE FIRST TOUCH AND GO WAS UNEVENTFUL, BUT WHEN THE NOSE GEAR TOUCHED DOWN ON THE SECOND LANDING, THE AIRCRAFT VEERED 'VIOLENTLY' TO THE LEFT. THE AIRCRAFT DEPARTED THE LEFT SIDE OF THE RUNWAY, THEN SWERVED 'RATHER SUDDENLY' BACK TO THE RIGHT AND ONTO THE RUNWAY. THE PILOT-RATED PASSENGER STATED THAT THE PILOT APPLIED PULL RIGHT RUDDER AND RIGHT BRAKE, AND USED DIFFERENTIAL POWER IN AN ATTEMPT TO REGAIN DIRECTIONAL CONTROL OF THE AIRCRAFT. POST-ACCIDENT INVESTIGATION REVEALED SKID MARKS ON THE RUNWAY WHICH WERE CONSISTENT WITH A TOUCH DOWN WITH THE LEFT BRAKE LOCKED. EXAMINATION ALSO REVEALED THAT THE NOSE GEAR STEERING ARM FAILED IN AN OVERLOAD FAILURE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INABILITY TO MAINTAIN DIRECTIONAL CONTROL DURING THE TOUCHDOWN AND LANDING ROLL.

## Findings

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

Findings

1. (F) BRAKES(NORMAL) - IMPROPER - PILOT IN COMMAND
2. (F) LANDING GEAR,STEERING SYSTEM - FAILURE,TOTAL
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

4. OBJECT - RUNWAY LIGHT
5. TERRAIN CONDITION - GROUND
6. TERRAIN CONDITION - RUNWAY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-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>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 2, 1989
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3045 hours (Total, all aircraft), 398 hours (Total, this make and model), 2795 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N32AC
<b>Model/Series:</b>	PA23-250 PA23-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	27-7405366
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	April 6, 1990 100 hour	<b>Certified Max Gross Wt.:</b>	5200 lbs
<b>Time Since Last Inspection:</b>	62 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3579 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TIO-540-C1A
<b>Registered Owner:</b>	WENESH, LEONARD	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>	CORPORATE AIRCRAFT LEASING, INC	<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>	MDH ,411 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	11:23 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 8000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 15000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	110°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<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>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	11:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	SOUTHERN ILLINOIS MDH	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	411 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	6	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4093 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>	1 None	<b>Latitude, Longitude:</b>	37.66917,-89.279129(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Reeves, Jodi
<b>Additional Participating Persons:</b>	T FYE; SPRINGFIELD , IL
<b>Original Publish Date:</b>	September 28, 1992
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=14682">https://data.nts.gov/Docket?ProjectID=14682</a>

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