



Aviation Investigation Final Report

Location:	EAGLE BEND, Minnesota	Accident Number:	CHI91LA191
Date & Time:	June 14, 1991, 10:00 Local	Registration:	N3130Z
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT TOOK OFF WITH AN AIRSPEED INDICATOR WHICH WAS NOT FUNCTIONING PROPERLY. UPON ARRIVAL AT THE 50 FOOT WIDE SOD RUNWAY AIRPORT THE PILOT ATTEMPTED ONE LANDING APPROACH AND PERFORMED A GO AROUND DUE TO OVER SHOOTING THE RUNWAY. THE NEXT APPROACH FLOWN RESULTED IN A LANDING, ACCORDING TO THE PILOT, ABOUT 40 PERCENT DOWN THE RUNWAY. THE PILOT SAID HE DIDN'T KNOW HOW FAST HE WAS GOING OVER THE GROUND, BUT 'THINGS SEEMED QUICKER THAN THEY NORMALLY DID.' THE PILOT STATED THAT HE TOUCHED DOWN ON THE LEFT SIDE OF THE RUNWAY WITH A SLIGHT RIGHT YAW ATTITUDE. THE AIRPLANE CONTINUED ITS LANDING ROLL TO THE RIGHT UNTIL IT DEPARTED THE RUNWAY AND NOSED OVER AFTER ENTERING A PLOWED FIELD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S FAILURE TO ATTAIN PROPER ALIGNMENT WITH THE RUNWAY. FACTORS CONTRIBUTING TO THIS ACCIDENT WERE AN UNRELIABLE AIRSPEED INDICATOR AND THE PILOT'S DECISION TO OPERATE WITH THIS KNOWN DEFICIENCY.

Findings

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

Findings

1. (F) FLIGHT/NAV INSTRUMENTS,AIRSPEED INDICATOR - UNRELIABLE
2. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - DISREGARDED - PILOT IN COMMAND
3. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - SOFT

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
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:	March 27, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	167 hours (Total, all aircraft), 99 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3130Z
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22-7075
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320 A2B
Registered Owner:	RANDALL M. HESS	Rated Power:	150 Horsepower
Operator:	RANDALL M. HESS	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:	AXN ,1425 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	09:48 Local	Direction from Accident Site:	21°
Lowest Cloud Condition:	Scattered / 1200 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MINNEAPOLIS , MN (MIC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:45 Local	Type of Airspace:	

Airport Information

Airport:	EAGLE BEND NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	1460 ft msl	Runway Surface Condition:	Wet
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2400 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	46.159816,-95.030227(est)

Administrative Information

Investigator In Charge (IIC):	Gattolin, Frank
Additional Participating Persons:	WILLIAM BENHOFF; MINNEAPOLIS , MN
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15096

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