



Aviation Investigation Final Report

Location:	BOSCOBEL, Wisconsin	Accident Number:	CHI91LA299
Date & Time:	September 20, 1991, 16:23 Local	Registration:	N915PM
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

PURPOSE OF THE FLT WAS FOR THE PIC TO GET A MULTI-ENG (ADD-ON) RATING. DRG A 2 ENG GO-ARND, THE DESIGNATED PLT EXAMINER (DPE) SIMULATED AN ENG FAILURE BY RETARDING THE L THROTTLE. SOON THEREAFTER, THE AIRSPEED DECREASED & THE PIC ADZD THE DPE THAT HE WAS UNABLE TO MAINT ALT OR ATTITUDE. THE L THROTTLE WAS RE-ADVANCED WITH NO APPARENT EFFECT. THE PIC WAS UNABLE TO RESTORE PWR IN THE L ENG & RELINQUISHED THE FLT CTLs TO THE DPE. THE ACFT WAS PREPARED FOR AN APCH TO THE ARPT. WITH THE L ENG (& HYD SYS) INOP, THE PIC USED THE MANUAL HAND PUMP TO OPER THE GEAR & FLAPS (AFTER ASSURING THE ACFT WOULD CLR OBSTACLES). HE CONTD PUMPING, BUT THE ACFT WAS FORCED TO LND SHORT OF THE RWY & THE NOSE GEAR COLLAPSED DRG TCHDWN BFR IT WAS FULLY EXTDD. THE WING FLAPS WERE FND EXTDD. THE LNDG GEAR & WING FLAPS OPERD FM THE SAME HYD SYS; EITHER COULD HAVE BEEN ACTUATED INDEPENDENTLY OF THE OTR. THE HYD SYS WAS BUILT SO THAT WHEN THE GEAR & FLAPS WERE ENGAGED AT THE SAME TIME, THE GEAR WOULD COMPLETE ITS OPN BFR THE FLAPS OPERD. NO REASON FND FOR LOSS OF PWR IN L ENG.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER REMEDIAL ACTION BY THE PILOT-IN-COMMAND (PIC), AND INADEQUATE MONITORING BY THE DESIGNATED PILOT EXAMINER (DPE) DURING A SIMULATED EMERGENCY PROCEDURE. FACTORS RELATED TO THE ACCIDENT WERE: THE LOSS OF POWER IN ONE ENGINE DUE TO AN UNDETERMINED REASON, AND OBSTRUCTIONS IN THE EMERGENCY LANDING AREA THAT REQUIRED A DELAY OF GEAR EXTENSION IN ORDER TO REACH A CLEAR AREA.

Findings

Occurrence #1: MISCELLANEOUS/OTHER

Phase of Operation: GO-AROUND (VFR)

Findings

1. GO-AROUND - PERFORMED - PILOT IN COMMAND
2. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - SIMULATED - DESIGNATED EXAMINER

Occurrence #2: LOSS OF ENGINE POWER

Phase of Operation: CLIMB

Findings

4. 1 ENGINE
5. (F) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #3: FORCED LANDING

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

6. AIRCRAFT PERFORMANCE, ENGINE OUT CAPABILITY - EXCEEDED
7. (C) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
8. (C) MONITORING - INADEQUATE - DESIGNATED EXAMINER

Occurrence #4: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

9. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
10. GEAR EXTENSION - DELAYED

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 17, 1989
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	544 hours (Total, all aircraft), 38 hours (Total, this make and model), 450 hours (Pilot In Command, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N915PM
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-7305030
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 20, 1991 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	13 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2594 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TIO-540
Registered Owner:	THOMAS G. PELZ	Rated Power:	250 Horsepower
Operator:	THOMAS G. PELZ	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	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	BOSCOBEL 47C	Runway Surface Type:	Asphalt
Airport Elevation:	671 ft msl	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	3710 ft / 58 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.130714,-90.700698(est)

Administrative Information

Investigator In Charge (IIC): Bruce, William

Additional Participating Persons:

Original Publish Date: May 3, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=15190>

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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](#).