



Aviation Investigation Final Report

Location:	CATHERINE, Kansas	Accident Number:	CHI92LA180
Date & Time:	June 16, 1992, 21:00 Local	Registration:	N2363K
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PRIVATE PILOT WAS PERFORMING TURNS AROUND A POINT, HIS GRANDMOTHER'S HOUSE, WHEN HIS PASSENGER BECAME ILL. THE PILOT LANDED THE AIRPLANE IN A ROUGH PASTURE AREA NEAR THE HOME. THE ILL PASSENGER DEPLANED AND A RELATIVE OF THE PILOT ENPLANED. DURING THE TAKEOFF ROLL THE PILOT STATED THE AIRPLANE ENCOUNTERED CLUMPS OF TALL GRASS AND RUTS. ACCORDING TO THE PILOT, 'I THOUGHT WE WERE JUST ABOUT TO BECOME AIRBORNE WHEN WE HIT A BIG RUTT, THIS SLOWED US DOWN SIGNIFICANTLY TO NOT ENABLE US TO BECOME AIRBORNE, BUT NOT SLOW ENOUGH TO STOP.' THE PILOT ATTEMPTED TO MAKE THE AIRPLANE FLY OVER A FENCE AT THE END OF THE 1/4 MILE FIELD. THE AIRPLANE BECAME AIRBORNE AND ITS MAIN LANDING GEAR TIRES STRUCK THE FENCE. THE AIRPLANE COLLIDED WITH THE GROUND SHORTLY THEREAFTER. THE POST ACCIDENT INVESTIGATION REVEALED THE PILOT'S OPERATING HANDBOOK DID NOT PROVIDE INFORMATION WHICH WOULD FACTOR SOD FIELD OPERATIONS INTO THE TAKEOFF DISTANCE CALCULATIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PREFLIGHT PLANNING. FACTORS ASSOCIATED WITH THIS ACCIDENT WERE UNSUITABLE TERRAIN SELECTED BY THE PILOT AND AIRPLANE CLEARANCE OVER THE FENCE NOT ATTAINED BY THE PILOT.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. OBJECT - FENCE
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND
4. (F) CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
5. PERFORMANCE DATA - UNAVAILABLE

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	22, 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--no waivers/lim.	Last FAA Medical Exam:	October 17, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	69 hours (Total, all aircraft), 63 hours (Total, this make and model), 35 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2363K
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-79A0593
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	May 29, 1992 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3008 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2A
Registered Owner:	CAROL A. POLCYN	Rated Power:	110 Horsepower
Operator:	RICHES AIR SERVICE	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:	HYS ,1998 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	19:54 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	30°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HAYS , KS (HYS)	Type of Flight Plan Filed:	None
Destination:	(HYS)	Type of Clearance:	None
Departure Time:	20:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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:	38.869018,-99.310127(est)

Administrative Information

Investigator In Charge (IIC): Gattolin, Frank

Additional Participating Persons: ERIC JADERBORG; WICHITA , KS

Original Publish Date: March 9, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=15472>

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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](#).