



Aviation Investigation Final Report

Location:	RAVENNA, Texas	Accident Number:	FTW94LA228
Date & Time:	July 8, 1994, 11:50 Local	Registration:	N2936Z
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED WHILE LANDING TO THE SOUTH, THE AIRPLANE TOUCHED DOWN ON THE 1,700-FT WET GRASS STRIP APPROXIMATELY 700 FT FROM THE DEPARTURE END. AS THE BRAKES WERE APPLIED, THE AIRPLANE BEGAN TO SLIDE. THE AIRPLANE RAN OFF THE END OF THE RUNWAY, AND IMPACTED A CULVERT THAT PARALLELED A ROAD AT THE END OF THE RUNWAY. THE AIRPLANE NOSED OVER AND CAME TO REST INVERTED ON TOP OF A PICKUP TRUCK THAT HAD BEEN TRAVELING ALONG THE ROAD. A CAR THAT WAS ALSO TRAVELING ALONG THE ROAD STRUCK THE AIRPLANE, INJURING ONE OCCUPANT OF THE CAR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT OVERSHOOTING THE LANDING AND HIS FAILURE TO EXECUTE A GO-AROUND. THE WET GRASS WAS A FACTOR.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

- 3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - GRASS
- 4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

- 5. OBJECT - VEHICLE

Factual Information

On July 8, 1994, at 1150 central daylight time, a Piper PA-22- 150, N2936Z, sustained substantial damage during landing at a private air strip near Ravenna, Texas. The private pilot was not injured. Visual meteorological conditions prevailed for the personal flight.

The pilot stated he was ferrying the airplane to the airport for repairs. While landing to the south, the airplane touched down on the 1,700 foot wet grass strip approximately 700 feet from the departure end. As the brakes were applied, the airplane began to slide. The airplane ran off the end of the runway, and impacted a culvert that paralleled a road at the end of the runway. The airplane nosed over and came to rest inverted on top of a pickup truck that had been traveling along the road. A car that was also traveling along the road struck the airplane.

A Federal Aviation Administration inspector reported that the pickup truck received minor damage, and the driver and two occupants were not injured. The car also sustained minor damage. The driver was not injured and one occupant received minor injuries.

Pilot Information

Certificate:	Commercial	Age:	68, Male
Airplane Rating(s):	Single-engine land; Multi-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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 20, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4500 hours (Total, all aircraft), 250 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2936Z
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-6908
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 23, 1993 Annual	Certified Max Gross Wt.:	1840 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3450 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A1A
Registered Owner:	BETTINA CREATIONS, INC	Rated Power:	150 Horsepower
Operator:	STANLEY B. WARD	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:	F39 ,749 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	05:50 Local	Direction from Accident Site:	280°
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DENISON , TX (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	HARMON PRIVATE NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	6000 ft msl	Runway Surface Condition:	Wet
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	1700 ft / 200 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:	33.709667,-96.239517(est)

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	HAROLD CHURHMAN; DALLAS , TX
Original Publish Date:	April 25, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19108

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).