



# Aviation Investigation Final Report

<b>Location:</b>	TAHLEQUAH, Oklahoma	<b>Accident Number:</b>	FTW84LA370
<b>Date &amp; Time:</b>	August 23, 1984, 23:50 Local	<b>Registration:</b>	N3350Z
<b>Aircraft:</b>	PIPER PA-22-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

LAW ENFORCEMENT OFFICERS RESPONDING TO THE ACFT ACCIDENT FOUND THE ACFT INVERTED BEYOND THE SOUTH END OF THE RUNWAY. PLT STATED HE AND HIS PASSENGERS HAD BEEN DRINKING BEER AND DECIDED TO GO FLYING. PLT'S STATEMENTS TO OFFICERS ARE NOT CLEAR ON EXACT EVENTS OF THE LANDING OTHER THAN OVERSHOOTING THE RUNWAY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

Occurrence #1: OVERRUN  
Phase of Operation: LANDING

#### Findings

1. (F) LIGHT CONDITION - NIGHT
2. (F) ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5. (F) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
6. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Findings

7. (F) OBJECT - FENCE

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<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-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	November 25, 1983
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	14 hours (Total, all aircraft), 14 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3350Z
<b>Model/Series:</b>	PA-22-150 PA-22-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-7290
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1840 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-320-A1A
<b>Registered Owner:</b>	TAMKO TANK CORP.	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	RALPH E. KEITH	<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>	Night/bright
<b>Observation Facility, Elevation:</b>	TUL ,676 ft msl	<b>Distance from Accident Site:</b>	46 Nautical Miles
<b>Observation Time:</b>	23:49 Local	<b>Direction from Accident Site:</b>	284°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	40°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 12°C
<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>	None
<b>Departure Time:</b>	23:40 Local	<b>Type of Airspace:</b>	Airport advisory area

## Airport Information

<b>Airport:</b>	TAHLEQUAH MUNICIPAL H73	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	873 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3200 ft / 60 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>	1 Minor, 1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 2 None	<b>Latitude, Longitude:</b>	35.910087,-94.969894(est)

## Administrative Information

**Investigator In Charge (IIC):** Mcfall, T

**Additional Participating Persons:** GARY E TAYLOR; OKLAHOMA CITY , OK

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=21446>

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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](#).