



Aviation Investigation Final Report

Location:	PAYSON, Arizona	Accident Number:	LAX88LA143
Date & Time:	March 28, 1988, 19:10 Local	Registration:	N8524D
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT DURING THE LANDING ROLL A DUST DEVIL (WHIRLWIND) PUSHED THE AIRCRAFT OFF THE RUNWAY, COLLIDING WITH THE TERRAIN RESULTING IN SUBSTANTIAL DAMAGE. THE PILOT REPORTED THAT THE WIND VELOCITY WAS 25 KNOTS GUSTING TO 30 AS A QUARTERING CROSSWIND.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) AIRPORT FACILITIES, WIND DIRECTION INDICATOR - UNAVAILABLE
4. (F) WIND INFORMATION - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Private	Age:	47, 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 3 Invalid Medical for flight	Last FAA Medical Exam:	July 25, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6250 hours (Total, all aircraft), 50 hours (Total, this make and model), 6250 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8524D
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-5752
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 18, 1988 Annual	Certified Max Gross Wt.:	1840 lbs
Time Since Last Inspection:	17 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2002 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320
Registered Owner:	HOGLE, HAROLD B. SR.	Rated Power:	150 Horsepower
Operator:		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:		Distance from Accident Site:	
Observation Time:	19:10 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	25 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MESA , AZ (FFZ)	Type of Flight Plan Filed:	None
Destination:	PAYSON , AZ	Type of Clearance:	None
Departure Time:	18:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PUMKIN CENTER	Runway Surface Type:	Dirt
Airport Elevation:	2200 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	1800 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	34.190826,-111.170074(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	TOM BLATZ; SCOTTSDALE , AZ
Original Publish Date:	February 28, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=25975

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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](#).