



# Aviation Investigation Final Report

<b>Location:</b>	DUNCAN, Arizona	<b>Accident Number:</b>	LAX91LA295
<b>Date &amp; Time:</b>	July 5, 1991, 17:45 Local	<b>Registration:</b>	N3625A
<b>Aircraft:</b>	PIPER PA 22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT WAS ATTEMPTING TO LAND IN WHAT HE TERMED A 'RELATIVELY UNFAMILIAR' AIRCRAFT TO A PRIVATE DIRT STRIP ON HIS FARM. ON THE FIRST ATTEMPT, HE ENCOUNTERED A DOWNDRAFT, CAUSING HIM TO PERFORM A GO AROUND. ON THE SECOND ATTEMPT, THE AIRCRAFT'S AIRSPEED SLOWED. THE PILOT APPLIED FULL POWER, BUT HE SAID THAT THE POWER APPLICATION AGGRAVATED THE SITUATION. THE AIRCRAFT LANDED HARD ABOUT 30 FEET SHORT OF THE DIRT STRIP, HIT A FENCE, AND NOSED OVER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN A PROPER AIRSPEED DURING THE APPROACH AND AN INADVERTENT ENTRY INTO A STALL/MUSH WHICH RESULTED IN A HARD LANDING.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
  3. WEATHER CONDITION - DOWNDRAFT
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - FENCE

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<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>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 21, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	500 hours (Total, all aircraft), 18 hours (Total, this make and model), 18 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3625A
<b>Model/Series:</b>	PA 22 PA 22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-1883
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	1950 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>	Installed, not activated	<b>Engine Model/Series:</b>	O-290-D2
<b>Registered Owner:</b>	KELLY D. CAMBERN	<b>Rated Power:</b>	135 Horsepower
<b>Operator:</b>	KELLY D. CAMBERN	<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>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	GLENDALE , AZ (GEU)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:45 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	PRIVATE STRIP NONE	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	4000 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	1	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2000 ft / 50 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.760128,-109.070297(est)

## Administrative Information

**Investigator In Charge (IIC):** Childress, Richard

**Additional Participating Persons:** PETER CRUISINIER; SCOTTSDALE , AZ

**Original Publish Date:** March 24, 1993

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=27276>

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