



Aviation Investigation Final Report

Location:	ACKERMAN, Mississippi	Accident Number:	MIA89LA209
Date & Time:	July 29, 1989, 16:30 Local	Registration:	N711DL
Aircraft:	PIPER PA-34	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT ENCOUNTERED A LINE OF THUNDERSTORMS BEFORE REACHING HIS DESTN. HE DIVERTED TO ACKERMAN, MS, & CIRCLED THE ARPT TO DETERMINE THE WIND. THE WIND SOCK INDCD TO HIM THAT THE WIND WAS CALM. JUST BEFORE LNDG ON RWY 5, HE NOTICED A 'DOWNWIND CURRENT', BUT THE ACFT WAS CONFIGURED WITH THE LANDING GEAR & FULL FLAPS EXTENDED & IT WAS IN A NOSE HIGH ATTITUDE. THE PLT RPRTD THAT BY THIS TIME, THE ACFT WAS BEHIND THE POWER CURVE, THUS MAKING A GO-AROUND IMPOSSIBLE. IT TOUCHED DOWN BEYOND MIDFIELD & MAX BRAKING WAS APPLIED, BUT THE PLT WAS UNABLE TO STOP ON THE REMAINING RWY. THE ACFT CONTD OFF THE DEP END, HIT POTHOLES ON THE OVERRUN AREA & WAS DAMAGED. AFTER THE LANDING, AN EXAM OF THE WIND SOCK REVEALED IT WAS IN A STATE OF DISREPAIR WITH MOST OF THE FABRIC MISSING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S SELECTION OF THE WRONG RUNWAY AND HIS IMPROPER INFLIGHT PLANNING/DECISION WHICH RESULTED IN A SITUATION FROM WHICH HE COULD NEITHER GO-AROUND NOR STOP ON THE REMAINING RUNWAY. THE THUNDERSTORMS, INOPERATIVE (DISREPAIRED) WIND SOCK, AND ROUGH TERRAIN (POTHOLES) WERE CONTRIBUTING FACTORS.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - THUNDERSTORM
2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED
3. (F) AIRPORT FACILITIES, WIND DIRECTION INDICATOR - INOPERATIVE
4. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED
7. PROPER TOUCHDOWN POINT - NOT ATTAINED

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

8. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	54, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 13, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	7261 hours (Total, all aircraft), 2000 hours (Total, this make and model), 325 hours (Last 90 days, all aircraft), 79 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N711DL
Model/Series:	PA-34 PA-34	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7350241
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	July 10, 1989 AAIP	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	30 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3106 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:		Rated Power:	200 Horsepower
Operator:	VAN OVOST, J.M.	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:	MEI ,297 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	15:51 Local	Direction from Accident Site:	157°
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	JACKSON , MS (JAN)	Type of Flight Plan Filed:	None
Destination:	LOUISVILLE , MS (LMS)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	ACKERMAN 9M4	Runway Surface Type:	Asphalt
Airport Elevation:	552 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	33.310955,-89.170021(est)

Administrative Information

Investigator In Charge (IIC): Bird, Ronald

Additional Participating Persons:

Original Publish Date: July 9, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=32472>

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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](#).