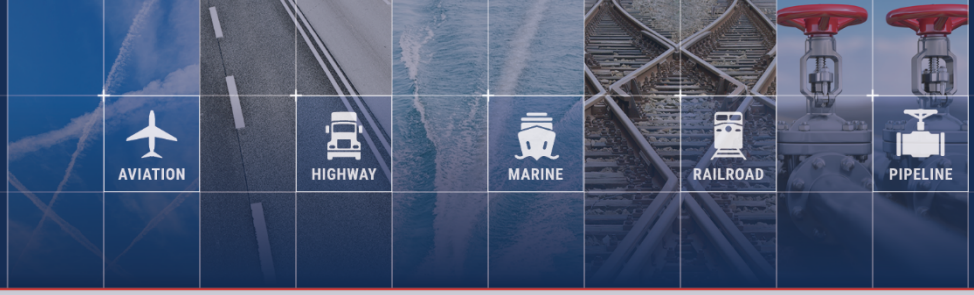

Aviation Investigation Final Report

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