



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | POINT LOOKOUT, Missouri              | <b>Accident Number:</b> | MKC83LA145  |
| <b>Date &amp; Time:</b>        | July 3, 1983, 13:30 Local            | <b>Registration:</b>    | N5270Y      |
| <b>Aircraft:</b>               | PIPER PA-23-250                      | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 6 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

DURING ARRIVAL, THE PLT CONTACTED THE ARPT UNICOM & WAS ADVISED THAT THE WIND WAS VARIABLE 190 TO 210 DEG AT 10, GUSTING 15 KTS. THE 1ST APCH WAS MADE AT 95 MPH WITH FULL FLAPS. THE PLT SAID WIND SHEAR, NEAR THE END OF THE RWY, WAS ENCOUNTERED, SO A GO-AROUND WAS MADE. THE 2ND APCH WAS MADE WITHOUT FLAPS; HOWEVER, WIND SHEAR WAS ENCOUNTERED AGAIN. SUBSEQUENTLY, THE ACFT WAS LANDED LONG & THE PLT COULD NOT STOP ON THE REMAINING RWY. THE PLT TURNED THE ACFT TO THE RIGHT TO AVOID AN EMBANKMENT NEAR THE END OF THE RWY. AFTER LEAVING THE RWY, THE ACFT SLID DOWN A STEEP INCLINE. THE CURRENT ARPT/FACILITY DIRECTORY HAD A REMARK STATING: 'EDDY CURRENTS NEAR RWY ENDS. LIGHT ACFT LAND LONG.'

## 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 - ROLL

#### Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND

2. (F) WEATHER CONDITION - GUSTS
  3. (F) WEATHER CONDITION - WINDSHEAR
  4. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  5. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (F) TERRAIN CONDITION - ROUGH/UNEVEN
7. (F) LANDING GEAR, NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

|                                  |  |  |                 |
|----------------------------------|--|--|-----------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 57, Male        |
| <b>Airplane Rating(s):</b>       | Single-engine land; Multi-engine land  | <b>Seat Occupied:</b>                    | Left            |
| <b>Other Aircraft Rating(s):</b> |  | <b>Restraint Used:</b>                   |                 |
| <b>Instrument Rating(s):</b>     | Airplane   | <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>            | January 3, 1983 |
| <b>Occupational Pilot:</b>       | No   | <b>Last Flight Review or Equivalent:</b> |                 |
| <b>Flight Time:</b>              | 2388 hours (Total, all aircraft), 688 hours (Total, this make and model), 2199 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft) |  |                 |

## Aircraft and Owner/Operator Information

|                                      |                                   |                                       |                 |
|--------------------------------------|-----------------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | PIPER                             | <b>Registration:</b>                  | N5270Y          |
| <b>Model/Series:</b>                 | PA-23-250 PA-23-250               | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                                   | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                            | <b>Serial Number:</b>                 | 272335          |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle            | <b>Seats:</b>                         | 6               |
| <b>Date/Type of Last Inspection:</b> | August 1, 1982 Annual             | <b>Certified Max Gross Wt.:</b>       | 4800 lbs        |
| <b>Time Since Last Inspection:</b>   | 182 Hrs                           | <b>Engines:</b>                       | 2 Reciprocating |
| <b>Airframe Total Time:</b>          | 3780 Hrs                          | <b>Engine Manufacturer:</b>           | LYCOMING        |
| <b>ELT:</b>                          | Installed, not activated          | <b>Engine Model/Series:</b>           | O-540-A1D5      |
| <b>Registered Owner:</b>             | BRAZORIA AVIA.<br>ENTERPRISES CO. | <b>Rated Power:</b>                   | 250 Horsepower  |
| <b>Operator:</b>                     |                                   | <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>                           | 15 miles |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |          |
| <b>Wind Speed/Gusts:</b>                | 10 knots / 15 knots              | <b>Turbulence Type Forecast/Actual:</b>     | /        |
| <b>Wind Direction:</b>                  | 200°                             | <b>Turbulence Severity Forecast/Actual:</b> | /        |
| <b>Altimeter Setting:</b>               |                                  | <b>Temperature/Dew Point:</b>               | 33°C     |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |          |
| <b>Departure Point:</b>                 | GRAIN VALLEY , MO (3GV )         | <b>Type of Flight Plan Filed:</b>           | None     |
| <b>Destination:</b>                     |                                  | <b>Type of Clearance:</b>                   | None     |
| <b>Departure Time:</b>                  | 11:45 Local                      | <b>Type of Airspace:</b>                    | Class G  |

## Airport Information

|                             |                     |                                  |                           |
|-----------------------------|---------------------|----------------------------------|---------------------------|
| <b>Airport:</b>             | M. GRAHAM CLARK 36V | <b>Runway Surface Type:</b>      | Asphalt                   |
| <b>Airport Elevation:</b>   | 937 ft msl          | <b>Runway Surface Condition:</b> | Dry                       |
| <b>Runway Used:</b>         | 11                  | <b>IFR Approach:</b>             | None                      |
| <b>Runway Length/Width:</b> | 3600 ft / 100 ft    | <b>VFR Approach/Landing:</b>     | Full stop;Traffic pattern |

## Wreckage and Impact Information

|                            |        |                             |             |
|----------------------------|--------|-----------------------------|-------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial |
| <b>Passenger Injuries:</b> | 5 None | <b>Aircraft Fire:</b>       | None        |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None        |
| <b>Total Injuries:</b>     | 6 None | <b>Latitude, Longitude:</b> |             |

## Administrative Information

**Investigator In Charge (IIC):** Johnson, R.

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=33435>

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