



Aviation Investigation Final Report

Location:	AURORA, Missouri	Accident Number:	MKC86LA035
Date & Time:	December 15, 1985, 19:00 Local	Registration:	N83956
Aircraft:	PIPER PA-28RT-201	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THERE WAS PATCHES OF SNOW AND ICE ON THE RUNWAY SURFACE A SNOW ON THE SIDES AND AS HE PULLED UP THE FLAPS, THE AIRPLANE VEERED RIGHT, OFF THE RUNWAY. HE SAID THAT AFTER HE GOT THE AIRPLANE BACK ON THE RUNWAY, IT GROUND- LOOPED TO THE LEFT AND THE RIGHT MAIN GEAR COLLAPSED INWARD.

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) TERRAIN CONDITION - ICY
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - SNOW COVERED
4. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. (F) LIGHT CONDITION - DARK NIGHT

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

6. (F) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
7. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 7, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	288 hours (Total, all aircraft), 12 hours (Total, this make and model), 255 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N83956
Model/Series:	PA-28RT-201 PA-28RT-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28R-8131142
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 31, 1985 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	37 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	622 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TS10-360-FB 1
Registered Owner:		Rated Power:	200 Horsepower
Operator:	DENNIS K. CHAPPELL	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	SGF ,1267 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	18:52 Local	Direction from Accident Site:	50°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-2°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WICHITA , KS (3KM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	MUNICIPAL 2H2	Runway Surface Type:	Asphalt
Airport Elevation:	1433 ft msl	Runway Surface Condition:	
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	36.960971,-93.719688(est)

Administrative Information

Investigator In Charge (IIC): Roth, E.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34117>

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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](#).