



Aviation Investigation Final Report

Location:	BERTRAND, Nebraska	Accident Number:	MKC88LA179
Date & Time:	September 26, 1988, 18:15 Local	Registration:	N3390M
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT RPRTD THAT WHILE PRACTICING TAKEOFFS & LDGS, HE BELIEVED HE HAD EXCESSIVE GROUND SPEED & ELECTED TO GO AROUND. HE SAID HE WAITED TO LONG TO GO AROUND, SO HE DECIDED TO FLY UNDER POWER LINES, LOCATED AT THE DEP END OF THE STRIP. SHORTLY AFTER LIFT-OFF, THE ACFT STALLED, DRIFTED TO THE LEFT & HIT THE EDGE OF A ROADWAY WHICH WAS ALSO AT THE END OF THE STRIP. THE ROADWAY WAS ABOUT 4 FEET HIGHER THAN THE RWY SURFACE. THE PLT SAID THE AIRSTRIP WAS SLIGHTLY DOWNHILL TO THE NORTH & THE WIND WAS CALM.

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 - IN FLIGHT

Phase of Operation: LANDING - ABORTED

Findings

1. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DOWNHILL
2. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
3. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. (F) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - ABORTED

Findings

5. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 31, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	161 hours (Total, all aircraft), 81 hours (Total, this make and model), 97 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3390M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12 2055
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	August 14, 1988 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2107 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-C1
Registered Owner:	RAY'S AIRCRAFT REPAIR INC.	Rated Power:	108 Horsepower
Operator:	RAY'S AIRCRAFT REPAIR INC.	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:	EAR ,2130 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	17:51 Local	Direction from Accident Site:	60°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(63NE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	BERTRAND 63NE	Runway Surface Type:	Grass/turf
Airport Elevation:	2470 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2200 ft / 60 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	40.519847,-99.630249(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: KEN ROBINSON;

Original Publish Date: September 19, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34645>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).