



Aviation Investigation Final Report

Location:	LONOKE, Arkansas	Accident Number:	MKC90LA062
Date & Time:	March 5, 1990, 10:15 Local	Registration:	N2927P
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE ATTEMPTING TO TAKE OFF IN HIS NEWLY PURCHASED TAIL-WHEEL EQUIPPED ACFT, THE COMMERCIAL PILOT LOST DIRECTIONAL CONTROL AND IT WENT THROUGH A FENCE & A RAVINE, THEN STRUCK A LEVY. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE TO THE WING, LIFT STRUTS, LANDING GEAR AND PROPELLER. THE PLT SUFFERED MINOR INJURIES. THE PLT HAD A TOTAL FLIGHT TIME OF ABOUT TWO HOURS IN THIS TYPE OF ACFT, WHICH WAS RECEIVED IN THE PREVIOUS 24 HOURS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT. HIS LACK OF EXPERIENCE IN THE TYPE OF AIRCRAFT WAS A RELATED FACTOR.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF

Findings

3. (F) OBJECT - FENCE

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF

Findings

4. (F) TERRAIN CONDITION - RAVINE

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

Factual Information

Pilot Information

Certificate:	Commercial	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2922 hours (Total, all aircraft), 2 hours (Total, this make and model), 1834 hours (Pilot In Command, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2927P
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22-3196
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320-B3A
Registered Owner:	UNKNOWN	Rated Power:	160 Horsepower
Operator:	CRISSMAN, ROBERT S.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:	COTTER , AR (61M)	Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	

Airport Information

Airport:	ANDRESON FLD NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	235 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3500 ft / 200 ft	VFR Approach/Landing:	None

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:	34.779159,-91.889137(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: PETE KERWIN;

Original Publish Date: September 30, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34939>

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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](#).