



# Aviation Investigation Final Report

<b>Location:</b>	LAPAZ, Indiana	<b>Accident Number:</b>	CHI98LA329
<b>Date &amp; Time:</b>	August 22, 1998, 09:30 Local	<b>Registration:</b>	N3331R
<b>Aircraft:</b>	Piper PA-28-180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported the airplane would not slow down during the landing roll with the use of brakes. He reported that he did not retract the flaps and the grass was wet from the previous night's rain. He reported he initiated a turn to the right into longer grass and was starting to make a 180 degree turn when the airplane contacted a fence at the end of the runway.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate preflight planning which resulted in landing on unsuitable terrain (wet, grass). Factors associated with the accident were the wet grass and the fence.

## Findings

Occurrence #1: OVERRUN  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) TERRAIN CONDITION - GRASS
2. (F) TERRAIN CONDITION - WET
3. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

5. (F) OBJECT - FENCE

## Factual Information

On August 22, 1998, at 0930 eastern standard time, a Piper PA-28- 180, N3331R, operated by a private pilot was substantially damaged while landing at the Sherk Field in Lapaz, Indiana. The landing was being made to the east on the 2,100 foot long grass airstrip when the airplane traveled off the end of the airstrip and collided with a fence. The pilot was not injured. The 14 CFR Part 91 flight was being conducted in visual meteorological conditions and no flight plan was filed. The flight originated from Valparaiso, Indiana, at 0910 est.

The pilot reported that upon touching down the airplane "...did not slow down by braking." He reported that he did not retract the flaps and the grass was wet from the previous night's rain. He reported he initiated a turn to the right into longer grass and was starting to make a 180 degree turn when the airplane contacted the fence at the end of the runway.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	61,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 2, 1997
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	253 hours (Total, all aircraft), 177 hours (Total, this make and model), 198 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N3331R
<b>Model/Series:</b>	PA-28-180 PA-28-180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-5661
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 22, 1997 Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	138 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4666 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A4A
<b>Registered Owner:</b>	PORTER COUNTY TRI PACER CLUB	<b>Rated Power:</b>	180 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>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	135°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	26°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	VALPARAISO (VPZ )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(II38)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:10 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SHERK FIELD II38	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	9	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2100 ft / 80 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	41.459789,-86.310386(est)

## Administrative Information

**Investigator In Charge (IIC):** Sullivan, Pamela

**Additional Participating Persons:** ROBERT F HELBING; SOUTH BEND , IN

**Original Publish Date:** February 15, 2001

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=43798>

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