



Aviation Investigation Final Report

Location:	CALICO ROCK, Arkansas	Accident Number:	FTW00LA218
Date & Time:	July 29, 2000, 16:15 Local	Registration:	N3514P
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane touched down about 750 feet from the approach end of the 3,000-foot runway. During the landing roll, the airplane encountered standing water and began to hydroplane. The airplane exited the west side of the runway, crossed over a taxiway, and impacted a ditch. Both main landing gear collapsed.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inability to maintain airplane control during the landing roll due to the airplane hydroplaning on the wet runway.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. (C) AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION
3. (C) AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DITCH

Factual Information

On July 29, 2000, at 1615 central daylight time, a Piper PA-22-150 tail-wheel equipped airplane, N3514P, was substantially damaged when it impacted a ditch during landing roll at the Calico Rock-Izard County Airport near Calico Rock, Arkansas. The airplane was registered to private individuals and operated by the pilot. The private pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The cross-country flight originated from Oshkosh, Wisconsin, approximately 1000, and was destined for a private airstrip near Greenbriar, Arkansas.

The FAA inspector, who responded to the accident site, reported that the airplane touched down about 750 feet from the approach end of the 3,000-foot runway. During the landing roll, the airplane encountered standing water and began to hydroplane. The airplane exited the west side of the runway, crossed over a taxiway, and impacted a ditch.

Examination of the airplane, by the FAA inspector, revealed that both main landing gear were collapsed, and the fuselage beneath the pilot and copilot seats was damaged.

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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:	September 14, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	347 hours (Total, all aircraft), 41 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3514P
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-3264
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	February 19, 2000 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	41 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4335 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-A1A
Registered Owner:	IRA V. PAYNE	Rated Power:	150 Horsepower
Operator:		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:	BVX ,464 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	16:55 Local	Direction from Accident Site:	130°
Lowest Cloud Condition:	Scattered / 4200 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	77°C / 72°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OSHKOSH , WI (OSH)	Type of Flight Plan Filed:	None
Destination:	(37T)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CALICO ROCK IZARD COUNTY 37T	Runway Surface Type:	Asphalt
Airport Elevation:	720 ft msl	Runway Surface Condition:	Wet
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	3000 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.11967,-92.129791(est)

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	DAVID D STANFILL; LITTLE ROCK , AR
Original Publish Date:	September 19, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=49845

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](#).