



# Aviation Investigation Final Report

<b>Location:</b>	BIRKENFELD, Oregon	<b>Accident Number:</b>	SEA00LA162
<b>Date &amp; Time:</b>	July 29, 2000, 14:00 Local	<b>Registration:</b>	N934PH
<b>Aircraft:</b>	Piper PA-32-300	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot arrived at his destination in the Piper PA-32-300 and found that the landing strip had not been mowed. He then diverted to a nearby 1,650 foot long grass field and set up for an uphill landing to the east. During the final approach and landing he 'allowed the plane to float using too much ground roll for roll out' and aborted the landing. During the initial climbout the aircraft's right main landing gear and left outboard wing underside impacted several fence posts. The right main landing gear wheel and strut separated from the aircraft and impacted the leading edge of the right horizontal stabilator. The pilot was able to continue the climbout, after which he successfully landed the aircraft.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delayed go-around, which resulted in the aircraft not clearing the fence posts. A contributing factor was the fence posts.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - ABORTED

### Findings

1. (F) OBJECT - FENCE POST

2. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
3. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND

## Factual Information

On July 29, 2000, approximately 1400 Pacific daylight time, a Piper PA-32-300, N934PH, registered to an individual, operated by Kennewick Aircraft Services, Inc., and being flown by a private pilot, sustained substantial damage during an in-flight collision with several fence posts during a balked landing at a grass/turf landing site near Birkenfeld, Oregon. The pilot and passenger were uninjured. Visual meteorological conditions existed and no flight plan had been filed. The flight, which was personal, was operated under 14CFR91, and originated from Kennewick, Washington, approximately 1300.

The pilot was telephonically interviewed and reported that he and his wife rented the aircraft at Kennewick and intended to fly to the Holce & Oblack private airstrip located approximately one nautical mile south of Birkenfeld. Upon arrival, the pilot determined that the destination airstrip had not been mowed and chose an alternate landing site at his father-in-law's residence a short distance northeast. He reported that this grass field was approximately 1,650 in length.

The pilot stated (NTSB Form 6120.1/2 attached) that he intended to execute a "Landing West to East, taking advantage of the uphill grade of the field" and that he "allowed the plane to float using too much ground roll for roll out." He continued, stating that he applied "full throttle for a go-around" and "had the fence made on the East end of the field except for three posts. The right landing gear struck the top of a fence post almost even with the center of the tire."

The pilot was able to continue the climbout and re-entered the downwind for landing. While in the pattern he noted the separated right landing gear (wheel and strut) lying in the field. He then executed an easterly landing in the intended field. The pilot reported that there was no mechanical malfunction with the aircraft during the event.

Post crash examination revealed that the right main landing gear had separated from the aircraft and had impacted the leading edge of the right stabilator (refer to photograph 1). The left wing underside, approximately 30 inches inboard of the tip, displayed upwards deformation and skin tearing (refer to photograph 2).

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47,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 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 31, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	729 hours (Total, all aircraft), 7 hours (Total, this make and model), 729 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N934PH
<b>Model/Series:</b>	PA-32-300 PA-32-300	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32-7540059
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	June 30, 2000 Annual	<b>Certified Max Gross Wt.:</b>	3200 lbs
<b>Time Since Last Inspection:</b>	15 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5164 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540-K1A5
<b>Registered Owner:</b>	DEIBLER, JOHN	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	KENNEWICK AIRCRAFT SVCS, INC.	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	K3WA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	AST ,11 ft msl	<b>Distance from Accident Site:</b>	29 Nautical Miles
<b>Observation Time:</b>	13:56 Local	<b>Direction from Accident Site:</b>	280°
<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>	8 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	KENNEWICK (S98 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1650 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	46.060592,-123.270179(est)

## Administrative Information

Investigator In Charge (IIC):	Mccreary, Steven
Additional Participating Persons:	ROBERT HAXBY; HILLSBORO , OR
Original Publish Date:	May 18, 2001
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=50028">https://data.nts.gov/Docket?ProjectID=50028</a>

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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](#).