



Aviation Investigation Final Report

Location:	SANDSTONE, Minnesota	Accident Number:	CHI00LA300
Date & Time:	September 15, 2000, 17:00 Local	Registration:	N4584P
Aircraft:	Piper PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that he 'approached and touched down about 1/3 distance down the grass runway. [I] applied brakes, but I was unable to stop the aircraft before it rolled off the end of the runway.' An examination of the airplane revealed no anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot exceeding the proper touchdown point on the runway.

Findings

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

Findings

1. (C) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. (F) OBJECT - TREE(S)

Factual Information

On September 15, 2000, at 1700 central daylight time (cdt), a Piper PA-23-250, N4584P, operated by a commercial pilot, sustained substantial damage when on landing, the airplane departed the end of a grass strip and impacted some trees, 8 miles west of Sandstone, Minnesota. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under 14 CFR Part 91. No flight plan was on file. The pilot reported no injuries. The cross-country flight originated at Mora, Minnesota, at 1630 cdt.

In his written statement, the pilot said that he "approached and touched down about 1/3 distance down the grass runway. [I] applied brakes, but I was unable to stop the aircraft before it rolled off the end of the runway."

A Federal Aviation Administration (FAA) inspector examined the airplane at the accident location. The airplane's nose gear was broken aft. The right wing attachment and spar were bent aft. Flight control continuity was confirmed. An examination of the engine, engine controls, or other airplane systems revealed no anomalies.

Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 7, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1880 hours (Total, all aircraft), 16 hours (Total, this make and model), 1640 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4584P
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-93
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	May 12, 2000 Annual	Certified Max Gross Wt.:	4800 lbs
Time Since Last Inspection:	34 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3728 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540-A1B5
Registered Owner:	HORIZON AVIATION, INC.	Rated Power:	250 Horsepower
Operator:	ROBERT S. HANSEN	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:	DLH ,1428 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	16:55 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MORA , MN (JMR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	PRIVATE AIRSTRIP	Runway Surface Type:	Grass/turf
Airport Elevation:	1100 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2500 ft / 150 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:	46.119102,-92.859306(est)

Administrative Information

Investigator In Charge (IIC):	Bowling, David
Additional Participating Persons:	SCOTT MYERS; MINNEAPOLIS , MN
Original Publish Date:	July 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=50317

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