



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | OLIVIA, Minnesota | Accident Number: | CHI00LA194 |
| Date & Time: | July 13, 2000, 09:30 Local | Registration: | N8136D |
| Aircraft: | Piper PA-22-160 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

During landing rollout the aircraft ran off the runway and nosed over. According to a statement by the pilot, 'Skidded off runway rather than abruptly correcting problem I felt it would be safer to let aircraft coast into wheat field and then stop when all of the sudden nose wheel struck pocket gopher mound collapsing nose wheel and flipping aircraft over on back.' A postaccident examination revealed no pre-existing anomalies with the aircraft.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilot to maintain directional control of the aircraft. A factor to the accident was the pocket gopher mound in the wheat field.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - OTHER

Factual Information

On July 13, 2000, at 0930 central daylight time, a Piper PA-22-160, N8136D, piloted by a commercial pilot, was substantially damaged when the aircraft nosed over during the landing roll on runway 11 (3,498 feet by 75 feet, dry pavement) at the Olivia Regional Airport (Y39), Olivia, Minnesota. The personal flight was operating under the provisions of 14 CFR Part 91, and was not operating on a flight plan. Visual meteorological conditions prevailed at the time of the accident. The pilot reported no injuries. The local flight departed Y39 at 0750.

In a written statement, the pilot stated, "Skidded off runway rather than abruptly correcting problem I felt it would be safer to let aircraft coast into wheat field and then stop when all of the sudden nose wheel struck pocket gopher mound collapsing nose wheel and flipping aircraft over on back."

A postaccident examination of the aircraft by a Federal Aviation Administration inspector revealed no pre-existing anomalies with the aircraft.

Pilot Information

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|----------------------------------|---|--|--------------|
| Certificate: | Commercial | Age: | 41, Male |
| Airplane Rating(s): | Single-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 Unknown | Last FAA Medical Exam: | July 3, 2000 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 854 hours (Total, all aircraft), 736 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N8136D |
| Model/Series: | PA-22-160 PA-22-160 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | |
| Landing Gear Type: | Tricycle | Seats: | |
| Date/Type of Last Inspection: | June 1, 2000 Annual | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | O-160 |
| Registered Owner: | DAVID LANG | Rated Power: | 160 Horsepower |
| Operator: | DOUGLAS J. KNUDSON | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | RWF ,1023 ft msl | Distance from Accident Site: | 14 Nautical Miles |
| Observation Time: | 09:47 Local | Direction from Accident Site: | 9° |
| Lowest Cloud Condition: | Scattered / 10000 ft AGL | Visibility | 12 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 13 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 220° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 26°C / 21°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | (Y39) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 00:00 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|-----------------------------|----------------------------------|-----------------------|
| Airport: | OLIVIA REGIONAL AIRPORT Y39 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1076 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 11 | IFR Approach: | None |
| Runway Length/Width: | 3498 ft / 75 ft | VFR Approach/Landing: | Full stop;Straight-in |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 44.770534,-94.989059(est) |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | Bowling, David |
| Additional Participating Persons: | RICHARD SHEARMAN; MINNEAPOLIS , MN |
| Original Publish Date: | April 6, 2001 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=51067 |

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](#).