



Aviation Investigation Final Report

Location:	Tallahassee, Florida	Accident Number:	NYC08CA055
Date & Time:	December 8, 2007, 17:30 Local	Registration:	N5921D
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot, age 85, was attempting to land a Piper PA-22-150 at his private airstrip. While on final approach for the 1,500-foot-long turf strip, the airplane contacted trees, then utility wires, and came to rest upright. The reported weather about the time of the accident included calm winds, a broken ceiling at 9,000 feet, and visibility 10 miles. The pilot reported a total flight experience of 2,319 hours; of which, most was in the same make and model as the accident airplane. In addition, the pilot flew the accident airplane about 17 hours during the 90-day period preceding the accident. Examination of the wreckage did not reveal any preimpact mechanical malfunctions, nor did the pilot report any.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudged clearance over obstacles during final approach.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH

Findings

1. OBJECT - TREE(S)
2. (C) ALTITUDE/CLEARANCE - MISJUDGED - PILOT IN COMMAND

Factual Information

The pilot, age 85, was attempting to land a Piper PA-22-150 at his private airstrip. While on final approach for the 1,500-foot-long turf strip, the airplane contacted trees, then utility wires, and came to rest upright. During the impact, the airplane sustained substantial damage to the fuselage, and the pilot incurred minor injuries. The reported weather at an airport located approximately 19 miles west of the accident site, about the time of the accident, included calm winds, a broken ceiling at 9,000 feet, and visibility 10 miles. The pilot reported a total flight experience of 2,319 hours; of which, most was in the same make and model as the accident airplane. In addition, the pilot flew the accident airplane about 17 hours during the 90-day period preceding the accident. Examination of the wreckage by a Federal Aviation Administration inspector did not reveal any preimpact mechanical malfunctions, nor did the pilot report any.

Pilot Information

Certificate:	Private	Age:	85, 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 With waivers/limitations	Last FAA Medical Exam:	June 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 1, 2006
Flight Time:	2319 hours (Total, all aircraft), 2313 hours (Total, this make and model), 2072 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5921D
Model/Series:	PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-4583
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	November 1, 2007 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3861 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Willis O Forman	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TLH,81 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 9000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.27 inches Hg	Temperature/Dew Point:	22°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Quincy, FL (2J9)	Type of Flight Plan Filed:	None
Destination:	Tallahassee, FL (NONE)	Type of Clearance:	None
Departure Time:	17:10 Local	Type of Airspace:	

Airport Information

Airport:	Private Airstrip NONE	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	1500 ft / 75 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	30.501111,-84.080276

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Thomas Gross; FAA/FSDO; Orlando, FL
Original Publish Date:	January 31, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=67222

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