



Aviation Investigation Final Report

Location:	Plato Center, Illinois	Accident Number:	CHI08CA038
Date & Time:	November 9, 2007, 13:00 Local	Registration:	N2813Z
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was substantially damaged after impacting a ditch and nosed over during landing. The pilot reported landing with extra airspeed to compensate for variable wind conditions. He reported that the winds at a nearby airport were from 310-330 degrees, at 10 knots gusting to 15 knots. He reported landing on runway 06 (2400 feet by 100 feet), which is oriented downhill, and upon landing he retracted the flaps and actuated the brakes by pulling the lever, but the airplane did not slow down enough to stop. He stated that when he realized he was not slow enough, it was too late to apply power for a go-around, so he "rode it out." The airplane crossed the road off the departure end of the runway, struck a ditch, and nosed over in a farm field. The pilot was not injured. The airplane damage included the propeller, engine, engine mount, cowling, two wing struts, windshield, rudder, one elevator, wing ribs and fabric. The pilot did not report any mechanical malfunctions or failures with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The excessive airspeed used by the pilot which resulted in an overrun, impact with a ditch and subsequent nose over. The ditch was a factor.

Findings

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

Findings

1. WEATHER CONDITION - CROSSWIND
2. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND

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

Findings

3. (F) TERRAIN CONDITION - DITCH

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

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Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
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, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 1, 2007
Flight Time:	455 hours (Total, all aircraft), 32 hours (Total, this make and model), 379 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2813Z
Model/Series:	PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-6806
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 1, 2007 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2486.46 Hrs at time of accident	Engine Manufacturer:	Textron Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	On file	Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KARR,712 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	12:52 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	5 miles
Lowest Ceiling:	Broken / 4100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	8°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Morris, IL (C09)	Type of Flight Plan Filed:	None
Destination:	Elgin, IL (LL53)	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	

Airport Information

Airport:	Olson Airport LL53	Runway Surface Type:	Asphalt;Grass/turf
Airport Elevation:	955 ft msl	Runway Surface Condition:	Dry
Runway Used:	06	IFR Approach:	None
Runway Length/Width:	1900 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	42.008888,-88.457496

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Kevin Raymond; FAA-DPA-FSDO; West Chicago, IL
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=67269

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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](#).