



Aviation Investigation Final Report

Location:	HOUSTON, Minnesota	Accident Number:	CHI82DA320
Date & Time:	August 22, 1982, 11:15 Local	Registration:	N8601C
Aircraft:	PIPER PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OBTAINED A WEATHER BRIEFING BEFORE DEPARTING ON A CROSS-COUNTRY FLIGHT FROM WEST BEND, WI TO WASECA, MN. REPORTEDLY, THE CEILING WAS 2500 TO 3000 FT OR BETTER (AS BRIEFED) UNTIL AFTER CROSSING THE MISSISSIPPI RIVER. THE WEATHER THEN BEGAN TO DETERIORATE AND THE PILOT ENCOUNTERED MODERATE TURBULENCE. SUBSEQUENTLY, HE FLEW INTO A MISTY CONDITION THAT OBSCURED HIS FORWARD VISIBILITY. HE FOUND HIMSELF IN A VALLEY WITH THE SURROUNDING HILLTOPS "NEARLY OBSCURED" AND ELECTED TO LAND IN A HARVESTED FIELD. A DOWNWIND LANDING WAS MADE TO AVOID OBSTRUCTIONS AT THE WINDWARD END OF THE FIELD. AFTER ROUNDOUT, THE AIRCRAFT CONTINUED TO FLOAT, AND WHEN THE PILOT REALIZED HE WAS RUNNING OUT OF ROOM, HE INITIATED A GO-AROUND. HE APPLIED POWER AND RETRACTED THE FLAPS FROM FULL DOWN TO FULL UP, BUT THE AIRCRAFT'S ABILITY TO CLIMB AND ACCELERATE WERE NEGLIGIBLE. TO AVOID HITTING TREES, THE PILOT ELECTED TO LAND IN A RIVER NEAR THE END OF THE FIELD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - TURBULENCE
4. (F) WEATHER CONDITION - RAIN

Occurrence #2: DITCHING

Phase of Operation: LANDING

Findings

5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
6. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. (F) WEATHER CONDITION - TAILWIND
8. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
9. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
10. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
11. (F) OBJECT - TREE(S)
12. (F) RAISING OF FLAPS - IMPROPER USE OF - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 28, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	91 hours (Total, all aircraft), 78 hours (Total, this make and model), 52 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8601C
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22-1283
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:	53 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1737 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-290-D2
Registered Owner:	ROLF E. IVERSON LTD.	Rated Power:	125 Horsepower
Operator:	ROLF E. IVERSON LTD.	Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	3 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	Moderate - None - Drizzle		
Departure Point:	WEST BEND , WI	Type of Flight Plan Filed:	None
Destination:	WASECA , MN	Type of Clearance:	None
Departure Time:	07:45 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	Contact
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	

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:	43.759323,-91.570495(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: August 22, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71091>

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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](#).