



Aviation Investigation Final Report

Location:	WARREN, Ohio	Accident Number:	ATL86LA154
Date & Time:	May 31, 1986, 16:00 Local	Registration:	N3564Z
Aircraft:	PIPER PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A NORMAL TAKEOFF, THE PILOT DECIDED TO ABORT THE TAKEOFF AFTER HE DETERMINED THAT THE AIRCRAFT WAS NOT ACCELERATING AS FAST AS HE THOUGHT IT SHOULD. AFTER THE AIRCRAFT TOUCHED DOWN ON THE SOD SURFACE, THE PILOT PROCEEDED TO APPLY FULL BRAKING. SINCE THE SOD WAS WET, THE BRAKING ACTION WAS INEFFECTIVE. THE AIRCRAFT CONTINUED OFF THE DEPARTURE END THROUGH A TREE LINE. THE PILOT DID NOT REPORT ANY AIRCRAFT MALFUNCTION.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. OBJECT - TREE(S)
2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. (C) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

Factual Information

Pilot Information

Certificate:	Private	Age:	67,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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:	August 26, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	314 hours (Total, all aircraft), 102 hours (Total, this make and model), 314 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3564Z
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-7479
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 31, 1985 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4000 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-320-A2B
Registered Owner:	JACK HARRIS	Rated Power:	150 Horsepower
Operator:		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:	YNG ,1196 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	15:50 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WARREN	Type of Flight Plan Filed:	None
Destination:	YOUNGSTOWN	Type of Clearance:	None
Departure Time:	16:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRICE FIELD	Runway Surface Type:	Grass/turf
Airport Elevation:	1190 ft msl	Runway Surface Condition:	
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2400 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC): Powell, Phillip

Additional Participating Persons: PETER UNDEM; CLEVELAND , OH

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=7119>

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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](#).