



Aviation Investigation Final Report

Location:	VAN WERT, Ohio	Accident Number:	ATL86LA192
Date & Time:	July 3, 1986, 20:35 Local	Registration:	N9835D
Aircraft:	PIPER PA-22-160	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT REPORTED THAT HIS AIRSPEED WAS TOO HIGH ON LDG AND THAT THE ACFT BRAKES FAILED TO FUNCTION WHEN HE TRIED TO STOP THE ACFT. THE PLT TURNED THE ACFT OFF THE RWY INTO A SOFT GRASSY AREA AS THE ACFT NEARED THE RWY END. ANOTHER PLT WHO WITNESSED THE ACCIDENT REPORTED THAT THE ACFT DID NOT TOUCH DOWN UNTIL IT WAS ABOUT 2/3 OF THE WAY DOWN THE 3500 FT RWY. POST-CRASH EXAMINATION OF THE ACFT REVEALED THAT IT COULD BE MOVED BY HAND WITH THE BRAKES ACTIVATED.

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 ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
3. (C) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
4. (C) JUDGMENT - POOR - PILOT IN COMMAND
5. BRAKES(NORMAL) - ATTEMPTED - PILOT IN COMMAND

- 6. (F) LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
- 7. (F) TERRAIN CONDITION - SOFT

Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	56, 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 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 11, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	395 hours (Total, all aircraft), 51 hours (Total, this make and model), 347 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9835D
Model/Series:	PA-22-160 PA-22-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-6726
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 9, 1985 100 hour	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2355 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-B2B
Registered Owner:		Rated Power:	160 Horsepower
Operator:	DONALD V. REESE	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TOLEDO , OH (TOL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	VAN WERT MUNICIPAL VNW	Runway Surface Type:	Asphalt
Airport Elevation:	788 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3500 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	40.860507,-84.58065(est)

Administrative Information

Investigator In Charge (IIC): Henderson, Dennis

Additional Participating Persons: SCOTT STRICKLAND; ATLANTA, GA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=7145>

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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](#).