



Aviation Investigation Final Report

Location:	VALPARAISO, Indiana	Accident Number:	CHI82DA078
Date & Time:	March 4, 1982, 23:56 Local	Registration:	N34EE
Aircraft:	PIPER PA-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT REPORTED ENCOUNTERING SEVERE ICING CONDITIONS AFTER HE HAD CANCELED HIS IFR FLIGHT PLAN AND HAD THE AIRPORT IN SIGHT. AT THAT POINT, HE FELT THAT THE SAFEST ALTERNATIVE WAS TO CONTINUE THE APPROACH. THE APPROACH WAS FLOWN AT 120 MPH WITH NO FLAPS. AS THE APPROACH WAS CONTINUED, ICE BEGAN TO ACCUMULATE RAPIDLY. WITH FULL POWER, THE PILOT WAS UNABLE TO STOP THE DESCENT. THE PLANE TOUCHED DOWN 78 FT SHORT OF THE RUNWAY AND BOUNCED IN THE AIR AGAIN. THE PILOT RETRACTED THE GEAR IN AN ATTEMPT TO KEEP THE AIRCRAFT FLYING. THE WINDSHIELD WAS COVERED WITH ICE, BUT HE WAS ABLE TO SEE A PARALLEL TAXIWAY BY LOOKING THROUGH THE SIDE WINDOW. THE PLANE WAS MANEUVERED TO THE TAXIWAY AND LANDED AT A HIGH DESCENT RATE WITH THE GEAR UP.

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: APPROACH

Findings

1. (F) WEATHER CONDITION - RAIN
2. (C) WEATHER CONDITION - ICING CONDITIONS

Occurrence #2: UNDERSHOOT
Phase of Operation: APPROACH

Findings

3. (C) WING - ICE
4. (C) PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (F) WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
7. (F) PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND
8. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
9. (F) LIGHT CONDITION - DARK NIGHT

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	23, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 24, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2613 hours (Total, all aircraft), 29 hours (Total, this make and model), 2446 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N34EE
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	30-1138
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3725 lbs
Time Since Last Inspection:	4 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1340 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-320-B1A
Registered Owner:	EAGLE AIRCRAFT COMPANY	Rated Power:	160 Horsepower
Operator:	EAGLE AIRCRAFT COMPANY	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:	Night/dark
Observation Facility, Elevation:	VPZ	Distance from Accident Site:	
Observation Time:	00:10 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	6 miles
Lowest Ceiling:	Overcast / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19°C
Precipitation and Obscuration:	Light - Freezing - Rain		
Departure Point:	CHICAGO , IL	Type of Flight Plan Filed:	IFR
Destination:	VALPARAISO , IN	Type of Clearance:	Traffic advisory
Departure Time:	23:30 Local	Type of Airspace:	

Airport Information

Airport:	PORTER COUNTY VPZ	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Ice
Runway Used:	9	IFR Approach:	VOR
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.470855,-87.049491(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 4, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=72910>

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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](#).