



# Aviation Investigation Final Report

<b>Location:</b>	Cherokee, Iowa	<b>Accident Number:</b>	CEN10CA106
<b>Date &amp; Time:</b>	January 21, 2010, 14:35 Local	<b>Registration:</b>	N8916P
<b>Aircraft:</b>	Piper PA-24-260	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing area undershoot	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot flew an instrument approach to runway 36 and decided to circle to land on runway 18 as the winds slightly favored runway 18, and because runway 36 contained a slight downhill slope. While on final approach the pilot lowered full flaps and slowed the airplane to 80 miles per hour. The pilot intended to land as close to the end of the runway as possible because he was concerned about the lack of braking action on the snow- and ice-covered runway. The landing gear subsequently contacted a hard snowbank about 30 feet before the approach end of the runway, resulting in substantial damage to the airplane's firewall. The airplane then slid about 450 feet down the center of the runway prior to coming to rest. The pilot reported that it was difficult to judge the terrain as everything was snow covered and white. The pilot did not report having any problems with the operation of the airplane prior to the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot misjudged his altitude while on short final approach.

## Findings

<b>Environmental issues</b>	Snow/ice - Effect on operation
<b>Aircraft</b>	Altitude - Not attained/maintained
<b>Personnel issues</b>	Perception - Pilot



## Factual Information

### History of Flight

<b>Landing</b>	Landing area undershoot (Defining event)
<b>Landing</b>	Collision with terr/obj (non-CFIT)
<b>Landing</b>	Landing gear collapse

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 28, 2008
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 29, 2008
<b>Flight Time:</b>	1433 hours (Total, all aircraft), 856 hours (Total, this make and model), 1398 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8916P
<b>Model/Series:</b>	PA-24-260	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-4348
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 12, 2010 Annual	<b>Certified Max Gross Wt.:</b>	3100 lbs
<b>Time Since Last Inspection:</b>	17 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3522 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540-D4A5
<b>Registered Owner:</b>	WENCK KENT W	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	WENCK KENT W	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CKP,1227 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:35 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	1 miles
<b>Lowest Ceiling:</b>	Overcast / 500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	0 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.76 inches Hg	<b>Temperature/Dew Point:</b>	1°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Lamar, CO (LAA )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Cherokee, IA (CKP )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Cherokee County Regional CKP	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Ice;Snow
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	Circling;RNAV
<b>Runway Length/Width:</b>	3801 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	42.731109,-95.555831

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sullivan, Pamela
<b>Additional Participating Persons:</b>	Dan Michaelson; FAA-DSM-FSDO; Des Moines, IA
<b>Original Publish Date:</b>	May 28, 2010
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=75296">https://data.nts.gov/Docket?ProjectID=75296</a>

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