



Aviation Investigation Final Report

Location:	Fremont, Nebraska	Accident Number:	CEN10LA348
Date & Time:	June 25, 2010, 14:30 Local	Registration:	N269JW
Aircraft:	Piper PA-36-285	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The airplane was on a repositioning flight after an annual inspection. A witness, who was driving down a road, observed the airplane flying erratically toward him as if to land. The airplane then made a sharp turn toward a field next to the road. The airplane hit a fence and an outbuilding on a farm. The pilot received serious injuries and had no recollection of the accident. Witness observations and evidence indicated that the engine was producing power at the time of impact. No anomalies were noted with the airplane or engine during a postaccident examination.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of control for undetermined reasons.

Findings

Not determined	(general) - Unknown/Not determined
Aircraft	Directional control - Not specified
Aircraft	Altitude - Not specified

Factual Information

History of Flight

Maneuvering-low-alt flying	Off-field or emergency landing
Landing	Hard landing (Defining event)

On June 25, 2010, about 1430 central daylight time, a Piper PA-36-285 airplane, N269JW, was substantially damaged following impact with terrain and a building near Fremont, Nebraska. The commercial pilot was seriously injured. The repositioning flight originated from Tekamah (TQE), Nebraska, about 1400 and was en route to a private airstrip near Sutton, Nebraska. The flight was being conducted under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed at the time of the accident.

A witness, who was driving down a road, observed the airplane flying erratically towards him as if to land. The airplane then made a sharp turn towards a small alfalfa field next to the road. The airplane hit a fence with its right wing and a fence and pole with the left wing, before it collided with a building on a farm. The witness recalled that the propeller was turning when he saw the airplane and four ground scars indicative of propeller strikes were found at the accident scene. The airplane's empennage and left wing were separated from the fuselage. The pilot had no recollection of the accident.

A postaccident examination of the wreckage by Federal Aviation (FAA) Inspectors confirmed flight control continuity to all control surfaces. Fuel was found in the right fuel tank and the left tank was compromised and empty. No anomalies were noted with the engine that would have precluded normal operation prior to impact. Each of the three propeller blades exhibited leading edge polishing and chord-wise scratches.

According to an FAA inspector, an annual inspection had been completed on the airplane on June 24, 2010, the day prior to the accident and the airplane had accumulated less than one hour of flight time since inspection. The engine had been overhauled in 2001, and had accumulated about 65 hours since overhaul at the time of the accident.

Pilot Information

Certificate:	Commercial	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	September 17, 2009
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 25, 2009
Flight Time:	3226 hours (Total, all aircraft), 2013 hours (Total, this make and model), 3028 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N269JW
Model/Series:	PA-36-285	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	36-7560063
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	June 24, 2010 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	Not installed	Engine Model/Series:	6-285-A
Registered Owner:	James and Deborah Jones	Rated Power:	285 Horsepower
Operator:	James and Deborah Jones	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FET,1204 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	14:10 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	32°C / 23°C
Precipitation and Obscuration:			
Departure Point:	Tekamah, NE (tqe)	Type of Flight Plan Filed:	None
Destination:	Sutton, NE	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Serious	Latitude, Longitude:	41.440521,-96.490051(est)

Administrative Information

Investigator In Charge (IIC): Baker, Daniel

Additional Participating Persons: Mark Gaffney; FAA; Lincoln, NE
Jack Wiley; FAA; Lincoln, NE

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Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=76457>

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