



Aviation Investigation Final Report

Location:	HARVARD, Illinois	Accident Number:	CHI94LA238
Date & Time:	July 15, 1994, 15:10 Local	Registration:	N8512C
Aircraft:	PIPER PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PRIVATE PILOT LANDED ON THE WET GRASS AIRSTRIP, COMPLETED THE LANDING ROLL, AND BEGAN TO TAXI BACK TO THE RUNWAY FOR TAKEOFF. THE RUNWAY SLOPED DOWN SLIGHTLY, AND AS HE APPLIED THE BRAKES AND RUDDER TO TURN THE AIRPLANE TO THE RIGHT, THE NOSE GEAR COLLAPSED AND THE AIRPLANE BECAME INVERTED. THE PILOT REPORTED NO PREACCIDENT MECHANICAL MALFUNCTIONS OR DIFFICULTIES WITH THE AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's excessive taxi speed. A factor in the accident was the wet grass runway.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI

Findings

1. (C) TAXISPEED - EXCESSIVE - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - GRASS
3. (F) TERRAIN CONDITION - WET

Occurrence #2: NOSE GEAR COLLAPSED

Phase of Operation: TAXI

Occurrence #3: NOSE OVER
Phase of Operation: TAXI

Factual Information

On July 15, 1994, at 1510 central daylight time, a Piper PA-22, N8512C, sustained substantial damage when it nosed over during taxi on an private airstrip near Harvard, Illinois. The pilot was not injured. The personal flight originated in Big Foot, Wisconsin. No flight plan was filed, and visual meteorological conditions prevailed at the time of the accident.

In a written statement, the pilot reported that he had landed on the wet grass airstrip, completed the landing roll, and began to taxi back to the runway at an estimated five to ten MPH for takeoff. The runway sloped down slightly, and as he applied the brakes and rudder to turn the airplane to the right, the nose gear collapsed and the airplane became inverted.

The pilot reported no preaccident mechanical malfunction or difficulties with the airplane.

Pilot Information

Certificate:	Private	Age:	59, 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:	July 22, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1162 hours (Total, all aircraft), 505 hours (Total, this make and model), 1107 hours (Pilot In Command, all aircraft), 160 hours (Last 90 days, all aircraft), 54 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8512C
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-1223
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 15, 1993 Annual	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:	68 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1800 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-290-D2
Registered Owner:	EDWIN D. SWART	Rated Power:	135 Horsepower
Operator:	EDWIN D. SWART	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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BIG FOOT , WI (W105)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	SUSAN DACY NONE	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2000 ft / 300 ft	VFR Approach/Landing:	Traffic pattern

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:	42.419536,-88.610458(est)

Administrative Information

Investigator In Charge (IIC):	Corsones, Christine
Additional Participating Persons:	DANIEL COLEMAN; WEST CHICAGO , IL
Original Publish Date:	February 14, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=9602

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