



Aviation Investigation Final Report

Location:	KANKAKEE, Illinois	Accident Number:	CHI95LA131
Date & Time:	April 2, 1995, 15:15 Local	Registration:	N4917Z
Aircraft:	PIPER PA-22-20-108	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE PERFORMING PRACTICE THREE POINT LANDINGS, THE AIRPLANE BOUNCED, THE LEFT WING CONTACTED THE RUNWAY, THE AIRPLANE GROUND LOOPED, AND DEPARTED THE RIGHT SIDE OF THE 5,979 FOOT BY 100 FOOT RUNWAY. THE LEFT MAIN LANDING GEAR COLLAPSED AS IT CONTACTED THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate recovery from a bounced landing.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. WING - BENT
3. GROUND LOOP/SWERVE - ENCOUNTERED

Occurrence #3: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
4. TERRAIN CONDITION - SOFT

Factual Information

On April 2, 1995, at 1515 central daylight time (CDT), a Piper PA-22-20, N4917Z, operated on a personal flight by Darwin Jaenicke of Kankakee, Illinois, ground looped at the Greater Kankakee airport (IKK) and sustained substantial damage. The Airline Transport rated pilot, and private pilot passenger/owner were uninjured. Visual meteorological conditions existed at the time of the accident, winds were reported as 5 to 8 knots, and no flight plan was filed. The flight operated under 14 CFR Part 91, originated from the Kankakee Koerner airport (3KK), Kankakee, Illinois at 1455 hours CDT, and was performing practice three point landings at IKK.

During three point landing practice, the airplane bounced, contacted the left wing, and departed the right side of the 5,979 foot long by 100 foot wide asphalt runway. The left main landing gear collapsed as it contacted soft dirt, the left wing spar was damaged, and the propeller struck the ground.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	55, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 9, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6551 hours (Total, all aircraft), 1 hours (Total, this make and model), 5915 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4917Z
Model/Series:	PA-22-20-108 PA-22-20-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	SN-22-8506
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 8, 1994 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	116 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3012 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-235-01
Registered Owner:	DARWIN JAENICKE	Rated Power:	108 Horsepower
Operator:		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:	,629 ft msl	Distance from Accident Site:	
Observation Time:	14:48 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, IL (3KK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	GREATER KANKAKEE AIRPORT IKK	Runway Surface Type:	Asphalt
Airport Elevation:	629 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	5979 ft / 100 ft	VFR Approach/Landing:	Touch and go

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:	41.110084,-87.859092(est)

Administrative Information

Investigator In Charge (IIC):	Thomas, Matthew
Additional Participating Persons:	DAVID L SHADLE; WEST CHICAGO , IL
Original Publish Date:	October 13, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=9872

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