



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	WINTERSET, IA	<b>Accident Number:</b>	CHI98LA077
<b>Date &amp; Time:</b>	01/02/1998, 1500 CST	<b>Registration:</b>	N8350Z
<b>Aircraft:</b>	Piper PA-34-220T	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot said that during a straight-in approach to the airport, he kept the airspeed at 110 knots, because the ride was very rough. The airplane's airspeed crossing the runway threshold was 100 knots. The airplane touched down about 1,000 feet down the runway. The pilot said that when he applied brake pressure, he noticed that he had no pressure on the left brake pedal. The pilot said that he pumped the pedal three times, and then reapplied the brakes. The airplane was now three quarters of the way down the runway. Just before reaching the displaced threshold, the pilot said that the airplane swerved to the right. The pilot swerved the airplane to the left in hopes of turning onto the grass. The airplane slid sideways in the grass crashing into a fence and coming to rest in a ditch. Examination of the runway revealed tire marks beginning a third of the way down from the approach end, and running evenly down the runway until departing the prepared surface. Tire impressions in the grass continued from the end of the runway, veering left, and ending at the spot where the airplane came to rest. Examination of the wreckage revealed no anomalies.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot misjudging his airspeed on final approach, resulting in a long touchdown and insufficient distance to stop on the remaining runway available.

## Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - FENCE
4. TERRAIN CONDITION - DITCH

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	2908 hours (Total, all aircraft), 407 hours (Total, this make and model), 2871 hours (Pilot In Command, all aircraft), 59 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8350Z
<b>Model/Series:</b>	PA-34-220T PA-34-220T	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	BENNY MAGNESS	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-360-KB1
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DSM, 957 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 2600 ft agl	<b>Wind Speed/Gusts, Direction:</b>	21 knots / 28 knots, 220°
<b>Temperature:</b>	13°C	<b>Visibility</b>	9 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	HARRISON, AR (HRO)	<b>Destination:</b>	(3Y3)

## Airport Information

<b>Airport:</b>	WINTERSET-MADISON COUNTY (3Y3)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	32	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3000 ft / 50 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): DAVID C BOWLING Adopted Date: 05/04/1998

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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