



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SANDSTONE, MN	<b>Accident Number:</b>	CHI92LA086
<b>Date &amp; Time:</b>	02/02/1992, 1230 CST	<b>Registration:</b>	N56750
<b>Aircraft:</b>	PIPER PA-28-140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

JUST PRIOR TO TOUCHDOWN, A DEER RAN TOWARD AND COLLIDED WITH THE AIRPLANE. THE PILOT ADDED POWER AND ABORTED THE LANDING. A LOSS OF ENGINE POWER WAS EXPERIENCED DURING THE INITIAL CLIMB AND THE AIRPLANE COLLIDED WITH TREES FOLLOWED BY THE TERRAIN. POST ACCIDENT INSPECTION REVEALED THAT THE IMPACT WITH THE DEER DAMAGED THE GASCOLATOR TO THE EXTENT THAT IT COMPROMISED THE FUEL SYSTEM AND FUEL STARVATION RESULTED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE COLLISION WITH THE DEER, THE DAMAGE TO THE GASCOLATOR WHICH RESULTED FROM THE COLLISION AND THE PILOT'S DECISION TO ABORT THE LANDING AFTER THE COLLISION.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING

### Findings

1. (C) OBJECT - ANIMAL(S)
2. (C) FUEL SYSTEM,SCREEN - FRACTURED
3. (C) ABORTED LANDING - PERFORMED - PILOT IN COMMAND

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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

4. FLUID,FUEL - STARVATION

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Occurrence #3: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #4: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

5. OBJECT - TREE(S)

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Occurrence #5: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, 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>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/14/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	373 hours (Total, all aircraft), 373 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N56750
<b>Model/Series:</b>	PA-28-140 PA-28-140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	287425030
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	01/02/1900, Annual	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-320-E2D
<b>Registered Owner:</b>		<b>Rated Power:</b>	150 hp
<b>Operator:</b>	GUPTILL,JAMES D	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DLH, 1430 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	1050 CST	Direction from Accident Site:	30°
Lowest Cloud Condition:	Thin Broken / 25000 ft agl	Visibility	3 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	RUSH HILL, MN (54Y)	Type of Clearance:	None
Departure Time:	1250 CST	Type of Airspace:	Class G

## Airport Information

Airport:	SANDSTONE (57Y)	Runway Surface Type:	N/A
Airport Elevation:	1089 ft	Runway Surface Condition:	
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2900 ft / 60 ft	VFR Approach/Landing:	Forced Landing; Go Around

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	1 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	John Hruban	Report Date:	06/11/1993
Additional Participating Persons:	BILL BENHOFF; MINNEAPOLIS, MN		
Publish Date:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).