



National Transportation Safety Board Aviation Accident Data Summary

Location:	SANDSTONE, MN	Accident Number:	CHI92LA086
Date & Time:	02/02/1992, 1230 CST	Registration:	N56750
Aircraft:	PIPER PA-28-140	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

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

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

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

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

Findings

4. FLUID,FUEL - STARVATION

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

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

Findings

5. OBJECT - TREE(S)

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

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	373 hours (Total, all aircraft), 373 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N56750
Model/Series:	PA-28-140 PA-28-140	Engines:	1 Reciprocating
Operator:	GUPTILL,JAMES D	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DLH, 1430 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	3 knots / , 150°
Temperature:		Visibility	3 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	RUSH HILL, MN (54Y)

Airport Information

Airport:	SANDSTONE (57Y)	Runway Surface Type:	N/A
Runway Used:	17	Runway Surface Condition:	
Runway Length/Width:	2900 ft / 60 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): John Hruban Adopted Date: 06/11/1993

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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.