



National Transportation Safety Board Aviation Accident Final Report

Location:	RENO, NV	Accident Number:	LAX93LA023
Date & Time:	11/01/1992, 1145 PST	Registration:	N3722Z
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT AND PASSENGER WERE PARTICIPATING IN A FLOUR BOMBING AND POWER OFF SPOT LANDING CONTEST. AFTER COMPLETING THE FLOUR BOMBING EVENT THE PILOT ENTERED A LEFT DOWNWIND TO LAND ON A NORTH RUNWAY. THE SURFACE WINDS WERE FROM THE WEST AT 10 MPH, GUSTING TO 20 MPH WITH ASSOCIATED DOWNDRAFTS OFF OF THE RIDGE WEST OF THE AIRPORT. THE AIRPLANE OVERSHOT THE FINAL APPROACH COURSE WHILE AT A LOW ALTITUDE AND SLOW AIRSPEED. THE PILOT APPLIED POWER, BUT CONTINUED TO INCREASE THE BANK. THE WING STALLED AND THE AIRPLANE CRASHED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POORLY PLANNED APPROACH, INADEQUATE COMPENSATION FOR THE EXISTING WINDS, AND FAILURE TO MAINTAIN AIRSPEED. CONTRIBUTING TO THIS ACCIDENT WAS THE PILOT'S LACK OF TOTAL EXPERIENCE AND INADVERTENT STALL.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (C) PLANNED APPROACH - POOR - PILOT IN COMMAND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. (F) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	27, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/01/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	159 hours (Total, all aircraft), 69 hours (Total, this make and model), 122 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3722Z
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	22-7596
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/09/1991, Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	71 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2514 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A
Registered Owner:	NELSON, KEVIN	Rated Power:	150 hp
Operator:	NELSON, KEVIN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1100 PST	Type of Airspace:	Class G

Airport Information

Airport:	NEVADA FLYERS (NV18)	Runway Surface Type:	Dirt
Airport Elevation:	4600 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	4600 ft / 75 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	A. D Llorente	Report Date:	09/14/1993
Additional Participating Persons:	PMI DONALD MORGAN; RENO, NV		
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 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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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](#).