



National Transportation Safety Board Aviation Accident Final Report

Location:	PINCONNING, MI	Accident Number:	CHI91LA061
Date & Time:	01/01/1991, 1800 EST	Registration:	N5063T
Aircraft:	PIPER PA-28-140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT SAID THAT DURING THE LANDING APPROACH, AT ABOUT 50 FEET AGL AND 1/8 MILE FROM THE APPROACH END OF THE SOD STRIP, THE AIRCRAFT LOST LIFT AND LANDED HARD CAUSING SUBSTANTIAL DAMAGE. HE FELT A POSSIBLE WIND SHEAR CONTRIBUTED TO THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE AIRSPEED, WIND SHEAR AND A STALL.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) WEATHER CONDITION - WINDSHEAR
2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. (C) STALL - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	24, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/03/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	565 hours (Total, all aircraft), 55 hours (Total, this make and model), 455 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5063T
Model/Series:	PA-28-140 PA-28-140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-7225341
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/01/1990, Unknown	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	6 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3006 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E3D
Registered Owner:		Rated Power:	150 hp
Operator:	THOMAS BYRNE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
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	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-9° C / -14° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1715 EST	Type of Airspace:	Class G

Airport Information

Airport:	PINCONNING (52I)	Runway Surface Type:	Grass/turf
Airport Elevation:	615 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2500 ft / 100 ft	VFR Approach/Landing:	Full Stop

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:	

Administrative Information

Investigator In Charge (IIC):	John Hruban	Report Date:	01/25/1993
Additional Participating Persons:	WILL ELLIOTT; GRAND RAPIDS, MI		
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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).