



National Transportation Safety Board Aviation Accident Final Report

Location:	CARTHAGE, MO	Accident Number:	CHI92LA039
Date & Time:	12/01/1991, 1500 CST	Registration:	N9533W
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 A CROSS-COUNTRY FLIGHT, THE ACFT ENCOUNTERED AIRFRAME ICING. HE DIVERTED TO CARTHAGE, MO. HE SAID THAT AFTER TOUCHDOWN ON AN ICE COVERED RUNWAY, HE WAS UNABLE TO STOP THE AIRCRAFT AND IT SLID OFF THE END OF THE RUNWAY & INTO A CHAIN LINK FENCE. BEFORE THE FLIGHT, THE PILOT HAD BEEN ADVISED OF ICING CONDITIONS IN THE AREA.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: CONTINUED FLIGHT BY THE PILOT INTO KNOWN ICING CONDITIONS, AND HIS IMPROPER PLANNING/DECISION, WHICH RESULTED IN AN OVERRUN OF THE RUNWAY AFTER HE DIVERTED TO AN ALTERNATE AIRPORT. THE ADVERSE WEATHER CONDITION, ICY RUNWAY, AND CHAIN LINK FENCE NEAR THE END OF THE RUNWAY WERE RELATED FACTORS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. (F) WING - ICE
4. PERFORMED - PILOT IN COMMAND

Occurrence #2: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

5. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
6. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

7. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	11/29/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	234 hours (Total, all aircraft), 165 hours (Total, this make and model), 170 hours (Pilot In Command, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9533W
Model/Series:	PA-28-140 PA-28-140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	28-22961
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2A
Registered Owner:		Rated Power:	150 hp
Operator:	STEELE, GARY L.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JLN, 981 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	1454 CST	Direction from Accident Site:	260°
Lowest Cloud Condition:	Unknown / 4500 ft agl	Visibility	4 Miles
Lowest Ceiling:	Broken / 4500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-1°C / -2°C
Precipitation and Obscuration:			
Departure Point:	OTTUMWA, IA (OTM)	Type of Flight Plan Filed:	None
Destination:	SILOAM SPRINGS, AR	Type of Clearance:	None
Departure Time:	1200 CST	Type of Airspace:	

Airport Information

Airport:	MYERS PARK MEM (H20)	Runway Surface Type:	Asphalt
Airport Elevation:	1083 ft	Runway Surface Condition:	Ice
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2000 ft / 50 ft	VFR Approach/Landing:	Full Stop; Straight-in

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:	12/04/1992
Additional Participating Persons:	GARY BENSON		
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](#).