



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | CARTHAGE, MO | Accident Number: | CHI92LA039 |
| Date & Time: | 12/01/1991, 1500 CST | Registration: | N9533W |
| Aircraft: | PIPER PA-28-140 | 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

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

Pilot Information

| | | | |
|----------------------------------|--|------------------------------|------|
| Certificate: | Private | Age: | 50 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | |
| 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 | Engines: | 1 Reciprocating |
| Operator: | STEELE, GARY L. | Engine Manufacturer: | LYCOMING |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-320-E2A |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|----------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | JLN, 981 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | Broken / 4500 ft agl | Wind Speed/Gusts, Direction: | 14 knots / , 360° |
| Temperature: | -1 °C | Visibility: | 4 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | OTTUMWA, IA (OTM) | Destination: | SILOAM SPRINGS, AR |

Airport Information

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|-----------------------------|----------------------|----------------------------------|---------|
| Airport: | MYERS PARK MEM (H20) | Runway Surface Type: | Asphalt |
| Runway Used: | 35 | Runway Surface Condition: | Ice |
| Runway Length/Width: | 2000 ft / 50 ft | | |

Wreckage and Impact Information

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|-----------------------------|--------|----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | | | |

Administrative Information

Investigator In Charge (IIC): John Hruban Adopted Date: 12/04/1992

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.