



National Transportation Safety Board Aviation Accident Final Report

Location:	MARION, IN	Accident Number:	CHI00LA297
Date & Time:	09/01/2000, 1830 EST	Registration:	N3383A
Aircraft:	Piper PA-22/20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported, "Upon landing, a severe rotary thermal (dust devil?) impacted plane on right rear tail surfaces and propelled aircraft sideways in turf by skidding to the right." Structural damage resulted to the wing and landing gear. The pilot reported there were no mechanical problems with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot failed to maintain directional control during landing. A factor was the dust devil.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - DUST DEVIL/WHIRLWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On September 1, 2000, at 1830 eastern standard time, a Piper PA-22/20, N3383A, was substantially damaged when it skidded sideways during landing on runway 4 (5,200 X 100 feet) at the Marion Municipal Airport (MZZ), Marion, Indiana. The private pilot was not injured. The 14 CFR Part 91 personal flight had departed Drake Field Airport, near Fayetteville, Arkansas, at 1000, en route to MZZ. Visual meteorological conditions prevailed and no flight plan had been filed.

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The pilot reported there were no mechanical problems with the airplane.

Pilot Information

Certificate:	Private	Age:	64, 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--w/ waivers/lim.	Last FAA Medical Exam:	11/05/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1064 hours (Total, all aircraft), 820 hours (Total, this make and model), 38 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3383A
Model/Series:	PA-22/20 PA-22/20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-1646
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	06/03/2000, Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	89 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2967 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-320-B2B
Registered Owner:	FRANK P. SPERANDEO	Rated Power:	160 hp
Operator:	FRANK P. SPERANDEO	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	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	94° C / 65° C
Precipitation and Obscuration:			
Departure Point:	FAYETTEVILLE, AR (FYV)	Type of Flight Plan Filed:	None
Destination:	(MZZ)	Type of Clearance:	None
Departure Time:	1000 CDT	Type of Airspace:	Class E

Airport Information

Airport:	MARION MUNICIPAL (MZZ)	Runway Surface Type:	Asphalt
Airport Elevation:	859 ft	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	
Runway Length/Width:	5200 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JIM SILLIMAN	Report Date:	10/17/2001
Additional Participating Persons:	BOB YOUNG; INDIANAPOLIS, IN		
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](#).