



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	MARION, IN	<b>Accident Number:</b>	CHI00LA297
<b>Date &amp; Time:</b>	09/01/2000, 1830 EST	<b>Registration:</b>	N3383A
<b>Aircraft:</b>	Piper PA-22/20	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	64
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N3383A
<b>Model/Series:</b>	PA-22/20 PA-22/20	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	FRANK P. SPERANDEO	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-B2B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>	94° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	FAYETTEVILLE, AR (FYV)	<b>Destination:</b>	(MZZ)

## Airport Information

<b>Airport:</b>	MARION MUNICIPAL (MZZ)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	4	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5200 ft / 100 ft		

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JIM SILLIMAN	<b>Adopted Date:</b>	10/17/2001
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.