



National Transportation Safety Board Aviation Accident Final Report

Location:	CHEBOYGAN, MI	Accident Number:	CHI88LA187
Date & Time:	08/01/1988, 1915 EDT	Registration:	N4982Z
Aircraft:	PIPER PA-22-108	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

SHORTLY AFTER DEPARTURE, WHEN THE AIRCRAFT WAS APPROXIMATELY 30' IN THE AIR, THE AIRCRAFT'S RIGHT WING 'DROPPED HARD'. THE PILOT ATTEMPTED REMEDIAL ACTION, BUT WAS UNABLE TO REGAIN CONTROL OF THE AIRCRAFT BEFORE THE RIGHT WING TIP STRUCK THE GROUND. THE AIRCRAFT SKIDDED TO A STOP OFF THE RIGHT SIDE OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. (C) STALL - INADVERTENT - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Private	Age:	35, 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--no waivers/lim.	Last FAA Medical Exam:	10/30/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	135 hours (Total, all aircraft), 43 hours (Total, this make and model), 85 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4982Z
Model/Series:	PA-22-108 PA-22-108	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-8591
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	05/07/1988, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2382 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-C1B
Registered Owner:	RAU, DALE J.	Rated Power:	108 hp
Operator:	RAU, DALE J.	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:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	32° C / 18° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1915 EDT	Type of Airspace:	Class G

Airport Information

Airport:	CHEBOYGAN CITY (Y15)	Runway Surface Type:	Asphalt
Airport Elevation:	639 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	3500 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JODI L REEVES	Report Date:	11/07/1989
Additional Participating Persons:	W KRAFT; 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](#).