



National Transportation Safety Board Aviation Accident Final Report

Location:	CONCORDIA, KS	Accident Number:	MKC85LA119
Date & Time:	06/01/1985, 0010 CDT	Registration:	N627WB
Aircraft:	PIPER PA-28-236	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE STUDENT PLT WAS MAKING A NIGHT FLT. HE RECEIVED WIND INFORMATION FROM AN ARPT 48 MILES FROM THE DESTINATION BUT USED AN INDICATION FROM LIGHTED WIND INDICATOR. PLT MADE A GO AROUND BECAUSE THE GROUND SPEED WAS FAST. DURING THE NEXT ATTEMPT, HE LANDED, RAN OFF THE END OF THE RWY AND CONTACTED A SMALL DIRT BANK.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 5. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

Pilot Information

Certificate:	Student	Age:	42, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	05/14/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	107 hours (Total, all aircraft), 22 hours (Total, this make and model), 7 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N627WB
Model/Series:	PA-28-236 PA-28-236	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	287911233
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2650 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540
Registered Owner:	WESTOFF BROTHERS, INC.	Rated Power:	235 hp
Operator:	ROBERT L. SIMPSON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
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:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16 °C / 13 °C
Precipitation and Obscuration:			
Departure Point:	GREAT BEND, KS (GBD)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2320 CDT	Type of Airspace:	Class G

Airport Information

Airport:	BLOSSER MUNICIPAL (CNK)	Runway Surface Type:	Asphalt
Airport Elevation:	1491 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Traffic Pattern

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):	EUGENE ROTH	Report Date:	
Additional Participating Persons:	MICHAEL E DUCHARME; WICHITA, KS		
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](#).