



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-------------|
| Location: | WHITE BEAR LAKE, MN | Accident Number: | CHI84LA075 |
| Date & Time: | 01/01/1984, 1515 CST | Registration: | N37996 |
| Aircraft: | PIPER J-4E | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE SKI-EQUIPPED ACFT SUFFERED LANDING GEAR FAILURE DURING A LANDING ON A SNOW COVERED TURF RWY. THE LANDING GEAR SEPARATED WHEN AN ATTACH POINT FAILED. THE PLT GAVE FATIGUE FAILURE AS A REASON FOR THE FAILURE.

Probable Cause and Findings

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

Findings

Occurrence #1: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,SKI ASSEMBLY - FAILURE,PARTIAL
2. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - SEPARATION
3. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - FATIGUE
4. (F) TERRAIN CONDITION - SNOW COVERED

Factual Information

Pilot Information

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|----------------------------------|---|--|------------|
| Certificate: | Private | Age: | 62, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Glider | Restraint Used: | |
| 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: | 03/14/1983 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 1017 hours (Total, all aircraft), 60 hours (Total, this make and model), 855 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N37996 |
| Model/Series: | J-4E J-4E | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 4-1489 |
| Landing Gear Type: | Ski | Seats: | 2 |
| Date/Type of Last Inspection: | 08/19/1983, Annual | Certified Max Gross Wt.: | 1400 lbs |
| Time Since Last Inspection: | 35 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1395 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | 85-12F |
| Registered Owner: | RAYMOND A. SCHROEDER | Rated Power: | 85 hp |
| Operator: | RAYMOND A. SCHROEDER | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------|---|------------------|
| 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: | Variable | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | -18°C |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 1415 CST | Type of Airspace: | Class G |

Airport Information

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|----------------------|------------------|---------------------------|--|
| Airport: | BENSON'S (76Y) | Runway Surface Type: | |
| Airport Elevation: | 2000 ft | Runway Surface Condition: | |
| Runway Used: | 13 | IFR Approach: | |
| Runway Length/Width: | 2000 ft / 150 ft | VFR Approach/Landing: | |

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 |
| Total Injuries: | 2 None | Latitude, Longitude: | |

Administrative Information

| | | | |
|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC): | PAMELA S KLECKNER | Report Date: | |
| Additional Participating Persons: | | | |
| 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](#).