



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HYANNIS, NE	<b>Accident Number:</b>	MKC84LA237
<b>Date &amp; Time:</b>	08/01/1984, 0545 CDT	<b>Registration:</b>	N63974
<b>Aircraft:</b>	PIPER PA-23-250T	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Executive/Corporate

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## Analysis

THE PLT HAD MADE PREVIOUS ARRANGEMENTS TO HAVE THE PASSENGER THAT WAS TO BE PICKED UP USE THE HEADLIGHTS ON HIS CAR TO INDICATE THE DIRECTION OF LANDING. UPON ARRIVAL THE PLT SAW THE HEADLIGHTS ON THE SOUTH END OF THE RWY POINTING NORTH. THE PLT SUBSEQUENTLY TOUCHED DOWN LONG & RAN OFF THE END OF THE RWY INTO SOFT SAND COLLAPSING THE NOSE GEAR & RIGHT MAIN LANDING GEAR. THE PLT STATED THAT AFTER THE ACCIDENT HE FOUND HE HAD A TAILWIND OF 5-10 KTS.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

### Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) LIGHT CONDITION - DARK NIGHT
3. (F) AIRPORT FACILITIES, WIND DIRECTION INDICATOR - INADEQUATE
4. (F) WIND INFORMATION - INACCURATE - UNQUALIFIED PERSON
5. (F) WEATHER CONDITION - TAILWIND
6. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
7. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

### Findings

8. LANDING GEAR, MAIN GEAR - OVERLOAD
9. LANDING GEAR, NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/02/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9375 hours (Total, all aircraft), 290 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 137 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N63974
<b>Model/Series:</b>	PA-23-250T PA-23-250T	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	27-7854103
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	5200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1420 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TIO-540-C1A
<b>Registered Owner:</b>	DOUBLE HOOK RANCH INC.	<b>Rated Power:</b>	250 hp
<b>Operator:</b>	DOUBLE HOOK RANCH INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	RAPID CITY, SD (RAP)	Type of Flight Plan Filed:	VFR
Destination:	DODGE CITY, KS (DDC)	Type of Clearance:	VFR
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	GRANT COUNTY MUNICIPAL (1V2)	Runway Surface Type:	Asphalt
Airport Elevation:	3710 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2900 ft / 30 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:	NICK SPACEK; LINCOLN, NE		
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 <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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).