



National Transportation Safety Board Aviation Accident Data Summary

Location:	HYANNIS, NE	Accident Number:	MKC84LA237
Date & Time:	08/01/1984, 0545 CDT	Registration:	N63974
Aircraft:	PIPER PA-23-250T	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

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

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) 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

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	64
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	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

Aircraft Make:	PIPER	Registration:	N63974
Model/Series:	PA-23-250T PA-23-250T	Engines:	2 Reciprocating
Operator:	DOUBLE HOOK RANCH INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	TIO-540-C1A
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Broken / 3000 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 180°
Temperature:	21° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	RAPID CITY, SD (RAP)	Destination:	DODGE CITY, KS (DDC)

Airport Information

Airport:	GRANT COUNTY MUNICIPAL (1V2)	Runway Surface Type:	Asphalt
Runway Used:	35	Runway Surface Condition:	Dry
Runway Length/Width:	2900 ft / 30 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): EUGENE ROTH

Adopted 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.