



National Transportation Safety Board Aviation Accident Data Summary

Location:	NEWBERG, OR	Accident Number:	SEA83LA003
Date & Time:	10/01/1982, 1655 PDT	Registration:	N15543
Aircraft:	PIPER PA-28-140	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING A LOCAL FLIGHT, THE PILOT MADE 3 LANDINGS ON A 2860 FT RUNWAY AT SPORTSMAN AIRPARK. HE THEN LANDED ON A 2300 FT TURF RUNWAY AT CHEHALEM AIRPORT IN LIGHT AND VARIABLE WIND CONDITIONS. WHILE LANDING AT CHEHALEM, THE AIRCRAFT ROLLED BEYOND THE DEPARTURE END OF THE RUNWAY, CROSSED A DITCH AND ROAD AND CAME TO REST IN A SECOND DITCH. THE PILOT REPORTED THAT THE BRAKE EFFECTIVENESS WAS QUESTIONABLE. HOWEVER, AN EXAMINATION OF THE RUNWAY REVEALED SCUF MARKS FROM THE PLANE'S MAIN WHEELS, BEGINNING ABOUT 150 FT FROM THE DEPARTURE END. THE OWNER OF A BRAKE REPAIR FACILITY STATED THAT THE MARKS INDICATED TO HIM THAT BOTH BRAKES WERE ACTIVATED AND LOCKED. THE RIGHT MAIN GEAR FAILED WHEN THE PLANE CROSSED THE FIRST DITCH. AT THAT LOCATION, A SPRAY PATTERN OF HYDRAULIC FLUID WAS FOUND WHICH WAS TYPICAL OF FLUID UNDER PRESSURE. AN EXAMINATION OF THE BRAKES REVEALED ONLY NORMAL WEAR.

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) DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. (C) 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

4. (F) TERRAIN CONDITION - DITCH
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Occurrence #3: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

5. LANDING GEAR - OVERLOAD

Pilot Information

Certificate:	Private	Age:	31
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	None
Flight Time:	272 hours (Total, all aircraft), 13 hours (Total, this make and model), 184 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N15543
Model/Series:	PA-28-140 PA-28-140	Engines:	1 Reciprocating
Operator:	ROBERT C. STARK	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	O-320-E3D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HIO, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 170°
Temperature:	69° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	NEWBERG, OR (17S)	Destination:	NEWBERG, OR (17S)

Airport Information

Airport:	CHEHALEM (17S)	Runway Surface Type:	Grass/turf
Runway Used:	26	Runway Surface Condition:	Dry
Runway Length/Width:	2300 ft / 60 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	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):

Adopted Date: 10/01/1983

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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