



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Crivitz, WI	<b>Accident Number:</b>	CHI04CA250
<b>Date &amp; Time:</b>	09/02/2004, 0930 CDT	<b>Registration:</b>	N8173J
<b>Aircraft:</b>	Piper PA-32-301	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

A rental airplane received substantial damage on impact with a road during an aborted landing on runway 36 (2,155 feet by 70 feet, dry asphalt). Visual meteorological conditions prevailed at the time of the accident with southerly winds. The pilot stated that he touched down, "dumped" the flaps, and made a decision that he needed to go-around. He applied full power and tried to clear the black top road at the end of the runway. He stated that the road was higher than the runway and had a 2-3 foot "build up" over the road bed. The main landing gear hit the lip on the black top. The left main landing gear separated from the airplane, and the right main landing gear was bent. He then departed and landed at an alternate airport. The Airport Facility Directory lists runway 36 as having a displaced threshold of 518 feet. A "road" is also listed under runway 36.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The proper touchdown point not attained by the pilot during landing. The road and tailwind were contributing factors.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - ABORTED

### Findings

1. TERRAIN CONDITION - RISING
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Unknown	<b>Last FAA Medical Exam:</b>	10/25/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2129 hours (Total, all aircraft), 25 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8173J
<b>Model/Series:</b>	PA-32-301	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32-8006017
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-540
<b>Registered Owner:</b>	Olds Forge Flyers Inc.	<b>Rated Power:</b>	
<b>Operator:</b>	Olds Forge Flyers Inc.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Grand Rapids, MI (GRR)	Type of Flight Plan Filed:	IFR
Destination:	Crivitz, WI (3D1)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

## Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	45.214444, -88.072778

## Administrative Information

Investigator In Charge (IIC):	Mitchell F Gallo	Report Date:	12/03/2004
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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:pubinquiry@ntsb.gov">pubinquiry@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](#).