



# Aviation Investigation Final Report

<b>Location:</b>	De Pere, Wisconsin	<b>Accident Number:</b>	GAA18CA546
<b>Date &amp; Time:</b>	September 7, 2018, 08:00 Local	<b>Registration:</b>	N7595R
<b>Aircraft:</b>	Piper PA28	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he initiated a takeoff roll on the 2,200-ft-long wet, turf runway, and that, about 1,650 ft down the runway, the airplane encountered standing water, and the speed decreased. He reported that he "still felt I had plenty of room to regain airspeed and take off safely." The airplane encountered standing water again on another section of the runway, and the speed decreased further. The pilot retracted two notches of flaps and attempted to climb the airplane, but it exited the departure end of the runway and entered a cornfield.

The airplane sustained substantial damage to the engine mounts.

The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The pilot's improper decision not to abort the takeoff after the airplane encountered standing water on the runway, which decreased its speed and led to its subsequent inability to climb and resulted in a runway overrun.

## Findings

<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Wet surface - Effect on operation
<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Aircraft</b>	Climb rate - Attain/maintain not possible
<b>Environmental issues</b>	(general) - Contributed to outcome

## Factual Information

### History of Flight

Takeoff	Miscellaneous/other
Takeoff	Attempted remediation/recovery
Takeoff	Runway excursion (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Private	Age:	49,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 None	Last FAA Medical Exam:	May 10, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 18, 2018
Flight Time:	(Estimated) 1359.3 hours (Total, all aircraft), 1359.3 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7595R
<b>Model/Series:</b>	PA28 140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-22163
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 9, 2018 Annual	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3938.73 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-EZA
<b>Registered Owner:</b>		<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KGRB,702 ft msl	<b>Distance from Accident Site:</b>	7 Nautical Miles
<b>Observation Time:</b>	13:53 Local	<b>Direction from Accident Site:</b>	8°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	10°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.34 inches Hg	<b>Temperature/Dew Point:</b>	17°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	De Pere, WI (9WS2)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Iron Mountain, MI (IMT )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Antique Aerodrome 9WS2	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	655 ft msl	<b>Runway Surface Condition:</b>	Holes;Soft;Vegetation;Wet
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2200 ft / 65 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	44.367778,-88.158607(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Tim Spreen; FAA; Milwaukee, WI
<b>Original Publish Date:</b>	September 26, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98278">https://data.nts.gov/Docket?ProjectID=98278</a>

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