



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	TWISP, WA	<b>Accident Number:</b>	SEA95LA087
<b>Date &amp; Time:</b>	05/01/1995, 1030 PDT	<b>Registration:</b>	N2548Y
<b>Aircraft:</b>	CESSNA 172	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On May 1, 1995, about 1035 hours Pacific daylight time, N2548Y, a Cessna 172, registered to Methow Valley Flyers, Inc., Twisp, Washington, nosed over during landing at the Twisp Airport and was substantially damaged. The private pilot, the sole occupant, received minor injuries. Visual meteorological conditions prevailed and no flight plan had been filed. The personal flight was conducted under 14 CFR 91.

The pilot stated that she performed several touch-and-go landings at another airport without any reported problems. She then flew to Twisp Municipal Airport to practice more landings. She entered the traffic pattern and landed uneventfully on runway 28. She then back taxied the airplane for another takeoff.

According to the pilot:

The takeoff roll seemed normal. I flew the pattern, touched down just beyond the displaced threshold as I'd planned, lowered the nose gear, and couldn't control the direction of the plane.... It veered onto the left and skidded into the dirt. The nose wheel stopped. The rest of the plane kept going and flipped over.

According to an FAA certified airframe and powerplant mechanic who was visiting the area at the time of the accident, the nose gear was cocked 90 degrees to one side. Further examination revealed that the nose landing gear assembly center scissor bolt was missing. The bolt secures the connection of the two scissor castings of the nose gear assembly.

The bolt was later found about 1,000 feet from the threshold of the departure end of the runway, and 800 feet prior to the final resting site of the wreckage. According to the mechanic, the bolt did not exhibit any mechanical abnormalities. Closer inspection of the bolt revealed that the cotter key was missing, and the cotter key hole was filled with grease, oil residue, and dirt. The mechanic further stated that no cotter key appeared to have been installed on the bolt.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, Female
<b>Airplane Rating(s):</b>	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>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/29/1994
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	133 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2548Y
<b>Model/Series:</b>	172 172	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	17249848
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	09/18/1994, Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>	54 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3234 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-300
<b>Registered Owner:</b>	METHOW VALLEY FLYERS, INC.	<b>Rated Power:</b>	145 hp
<b>Operator:</b>	METHOW VALLEY 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:	EAT, 1245 ft msl	Distance from Accident Site:	37 Nautical Miles
Observation Time:	1034 PDT	Direction from Accident Site:	10°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	11° C / 2° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1030 PDT	Type of Airspace:	Class G

## Airport Information

Airport:	TWISP MUNICIPAL (250)	Runway Surface Type:	Asphalt
Airport Elevation:	1597 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	2700 ft / 40 ft	VFR Approach/Landing:	Traffic Pattern

## 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
Total Injuries:	1 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JEFFREY B GUZZETTI
Additional Participating Persons:	HAROLD HUTCHINS; RENTON, WA
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> .