



National Transportation Safety Board Aviation Accident Final Report

Location:	WARREN, PA	Accident Number:	NYC98LA087
Date & Time:	04/02/1998, 1915 EDT	Registration:	N44181
Aircraft:	Piper PA-28-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane was on a stabilized approach at 50 feet AGL (Above Ground Level), with full flaps and indicating 70 knots, when the airplane developed a high sink rate. At 30 feet, the pilot tried to arrest the excessive rate of descent with power. The airplane struck a drop off on the approach end of Runway 24, shearing the landing gear before coming to rest upright 40 feet down the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's failure to obtain the proper touchdown point.

Findings

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

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND

Factual Information

On April 2, 1998, at 1915 eastern standard time, a Piper PA-28-180, N44181, was substantially damaged while landing to Warren Airpark, Warren, Pennsylvania. The certificated private pilot received serious injuries and two passengers sustained minor injuries. Visual meteorological conditions prevailed for the personal flight that originated from Tappahannock, Virginia, approximately 1835. No flight plan was filed for the flight conducted under 14 CFR Part 91.

The pilot stated he did not experience any mechanical problems with the airplane. He also stated the airplane was on a stabilized approach at 50 feet, with full flaps and indicating 70 knots, when the airplane developed a "high sink rate." At 30 feet, the pilot tried to arrest the excessive rate of descent with power. The airplane struck a drop off on the approach end of Runway 24, shearing the landing gear before coming to rest upright 40 feet down the runway.

A Federal Aviation Administration Inspector described the 15 foot drop, located 100 feet short of the landing threshold, as vertical.

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/01/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	625 hours (Total, all aircraft), 400 hours (Total, this make and model), 542 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N44181
Model/Series:	PA-28-180 PA-28-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	28-7405225
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	09/20/1997, Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2414 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4A
Registered Owner:	KENNETH M. ALSOP	Rated Power:	180 hp
Operator:	KENNETH M. ALSOP	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	KBF, 2143 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1853 EDT	Direction from Accident Site:	275°
Lowest Cloud Condition:	Scattered / 3700 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 4500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	6°C / 1°C
Precipitation and Obscuration:			
Departure Point:	TAPPAHANNOCK, PA (W79)	Type of Flight Plan Filed:	None
Destination:	(7PA1)	Type of Clearance:	None
Departure Time:	1600 EDT	Type of Airspace:	Class G

Airport Information

Airport:	WARREN AIRPARK (7PA1)	Runway Surface Type:	Asphalt
Airport Elevation:	1790 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	1900 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DAVID S MUZIO	Report Date:	12/08/1998
Additional Participating Persons:	TERRY RICKER; ALLEGHENY, PA		
Publish 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/ .		

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