



National Transportation Safety Board Aviation Accident Final Report

Location:	ALBUQUERQUE, NM	Accident Number:	DEN99LA005
Date & Time:	10/02/1998, 1920 MDT	Registration:	N8182J
Aircraft:	Piper PA-28RT-201T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

As the pilot approached his destination, another pilot informed him that runway 35 was the active runway. He was also warned of 50 foot trees near the approach end of the runway. The pilot said he remained 'higher on the approach. . .then reduced power and began a slightly more steep descent than usual' (using 25 degrees flaps.) When he flared the airplane approximately 10 feet above the runway, it 'must have stalled.' A hard landing followed.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The premature flaring of the airplane, resulting in an inadvertent stall.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) FLARE - PREMATURE - PILOT IN COMMAND
2. (C) STALL - INADVERTENT - PILOT IN COMMAND

Factual Information

On October 2, 1998, at 1920 mountain daylight time, a Piper PA-28RT-201T, N8182J, registered to Neuro Air, Inc., was substantially damaged during a hard landing at Coronado Airport, Albuquerque, New Mexico. The commercial pilot and his passenger were not injured. Visual meteorological conditions prevailed for the personal cross-county flight being conducted under Title 14 CFR Part 91, and a VFR flight plan had been filed. The flight originated at Centennial Airport, Denver, Colorado, at 1725.

According to the pilot's accident report, the en route portion of the flight was without incident. As he approached Coronado Airport, another pilot informed him that runway 35 (4,010 ft. x 60 ft., asphalt) was the active runway. He also warned him of 50 foot trees near the approach end of the runway. The pilot said he remained "higher on the approach. . .then reduced power and began a slightly more steep descent than usual" (using 25 degrees flaps.) When he flared the airplane approximately 10 feet above the runway, it "must have stalled." A hard landing followed. The right side of the fuselage was buckled aft of the cabin entry door and forward of the cargo door. According to Coronado Airport officials, the trees at the end of runway 35 are approximately 20 to 25 feet tall.

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Multi-engine Land; 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:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/16/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	866 hours (Total, all aircraft), 589 hours (Total, this make and model), 809 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8182J
Model/Series:	PA-28RT-201T PA-28RT-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28R8231041
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	09/15/1998, Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3265 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TS10360FB
Registered Owner:	NEURO AIR INC.	Rated Power:	200 hp
Operator:	NEURO AIR INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
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:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18° C
Precipitation and Obscuration:			
Departure Point:	DENVER, CO (APA)	Type of Flight Plan Filed:	VFR
Destination:	(4AC)	Type of Clearance:	None
Departure Time:	1730 MDT	Type of Airspace:	Class C

Airport Information

Airport:	CORONADO (4AC)	Runway Surface Type:	Asphalt
Airport Elevation:	5280 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	4010 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	07/02/1999
Additional Participating Persons:	KARRY D RAY; ALBUQUERQUE, NM		
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).