



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ALBUQUERQUE, NM	<b>Accident Number:</b>	DEN99LA005
<b>Date &amp; Time:</b>	10/02/1998, 1920 MDT	<b>Registration:</b>	N8182J
<b>Aircraft:</b>	Piper PA-28RT-201T	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	50
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	866 hours (Total, all aircraft), 589 hours (Total, this make and model), 809 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8182J
<b>Model/Series:</b>	PA-28RT-201T PA-28RT-20	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	NEURO AIR INC.	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TS10360FB
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 360°
<b>Temperature:</b>	18° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	DENVER, CO (APA)	<b>Destination:</b>	(4AC)

## Airport Information

<b>Airport:</b>	CORONADO (4AC)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	35	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4010 ft / 60 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ARNOLD W SCOTT	<b>Adopted Date:</b>	07/02/1999
<b>Investigation Docket:</b>	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> .		

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