



National Transportation Safety Board Aviation Accident Final Report

Location:	LINCOLN, RI	Accident Number:	NYC86LA166
Date & Time:	07/01/1986, 1500 EDT	Registration:	N2428P
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT INTENDED TO PRACTICE A SHORT FIELD LANDING & EXTENDED FULL FLAPS. INITIALLY, HIS APCH WAS HIGHER & FASTER THAN NORMAL. HOWEVER, BEFORE LANDING, A HIGH SINK RATE DEVELOPED. THE ACFT TOUCHED DOWN HARD, THE RIGHT WING DROPPED & THE ACFT STARTED TO TURN RIGHT. THE PLT MAINTAINED CONTROL & CONTINUED FLT OFF OF THE RWY & OVER A GRASS AREA, THEN THE ACFT SETTLED GENTLY ON A TAXIWAY. DURING THE SEQUENCE, THE RIGHT MAIN GEAR COLLAPSED & 2 RWY LIGHTS WERE DAMAGED. THE PLT WAS NOT SURE WHETHER THE RIGHT MAIN GEAR HAD FAILED FROM THE HARD LANDING OR FROM HITTING A RWY LIGHT. THE PLT RPRTD THE WIND WAS FROM THE SW AT 15 KTS, BUT THE UNICOM OPERATOR HAD RPRTD THE WIND WAS LIGHT & VARIABLE.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING

Findings

3. DIRECTIONAL CONTROL - NOT MAINTAINED
4. GROUND LOOP/SWERVE - UNCONTROLLED

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

5. (F) OBJECT - RUNWAY LIGHT

Occurrence #4: MAIN GEAR COLLAPSED

Phase of Operation: LANDING

Findings

6. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	29, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/20/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	207 hours (Total, all aircraft), 69 hours (Total, this make and model), 141 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2428P
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	38-79A1028
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	08/01/1985, Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2429 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	NO. CENTRAL AIRWAYS	Rated Power:	112 hp
Operator:	NO. CENTRAL AIRWAYS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
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	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26 °C / 8 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1350 EDT	Type of Airspace:	Class G

Airport Information

Airport:	NORTH CENTRAL STATE (SFZ)	Runway Surface Type:	Asphalt
Airport Elevation:	441 ft	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

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):	CHAUNCEY D TWINE, JR.	Report Date:	
Additional Participating Persons:			
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](#).