



National Transportation Safety Board Aviation Accident Data Summary

Location:	LINCOLN, RI	Accident Number:	NYC86LA166
Date & Time:	07/01/1986, 1500 EDT	Registration:	N2428P
Aircraft:	PIPER PA-38-112	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

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

Pilot Information

Certificate:	Private	Age:	29
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	NO. CENTRAL AIRWAYS	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	/ , Variable
Temperature:	26 °C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	NORTH CENTRAL STATE (SFZ)	Runway Surface Type:	Asphalt
Runway Used:	5	Runway Surface Condition:	Dry
Runway Length/Width:	5000 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	CHAUNCEY D TWINE, JR.	Adopted 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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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.