



National Transportation Safety Board Aviation Accident Final Report

Location:	HILLSVILLE, VA	Accident Number:	BF087LA001
Date & Time:	10/02/1986, 1020 EDT	Registration:	N6003D
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

AFTER TOUCHDOWN ON THE RWY, THE PLT HELD THE NOSE WHEEL OFF FOR ABOUT 200 FEET OF TRAVEL BY HOLDING THE CONTROL WHEEL BACK. ACCORDING TO HIM, THE ACFT THEN VEERED TO THE LEFT AND HE WAS UNABLE TO STEER IT WITH THE RUDDER PEDALS. THE ACFT WENT OFF THE SIDE OF THE RWY AND NOSED OVER ON AN ADJACENT GRASS AREA. AN EXAM OF THE ACFT REVEALED THAT THE NOSE GEAR WAS BENT ABOUT 30 DEGREES TO THE LEFT. THE BRAKES TESTED SATISFACTORY AND THE WHEELS ROTATED FREELY.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED
3. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #2: NOSE OVER
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/09/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	210 hours (Total, all aircraft), 44 hours (Total, this make and model), 44 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6003D
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-4654
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/12/1985, Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	11 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2952 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	ROGER D. WILLIAMS	Rated Power:	150 hp
Operator:	ROGER D. WILLIAMS	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	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	315°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	22° C
Precipitation and Obscuration:			
Departure Point:	MT. AIRY, NC (MWX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	TWIN CO. (HLX)	Runway Surface Type:	Asphalt
Airport Elevation:	2700 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4000 ft / 60 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	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](#).