



National Transportation Safety Board Aviation Accident Factual Report

Location:	Amarillo, TX	Accident Number:	FTW01LA135
Date & Time:	06/02/2001, 1350 CDT	Registration:	N2495C
Aircraft:	Piper PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

On June 2, 2001, at 1350 central daylight time, a Piper PA-38-112 (Tomahawk) single-engine airplane, N2495C, was substantially damaged during a hard landing at the Amarillo International Airport, Amarillo, Texas. The airplane was registered to Panther Aviation, Inc. and operated by Cleburne Aviation Services, both of Cleburne, Texas. The private pilot, sole occupant, was not injured. Visual meteorological conditions prevailed, and a visual flight rules (VFR) flight plan was filed and activated for the 14 Code of Federal Regulations Part 91 personal flight. The cross-country flight originated from Cleburne, Texas, at 1040.

The pilot reported to the NTSB investigator-in-charge that prior to turning final, he completed the before landing checks. While on final approach to runway 04, the engine "sputtered a little, like losing a magneto, carburetor icing, or fouled spark plugs." There was a strong right crosswind so he crabbed the airplane into the wind. Prior to landing, he aligned the airplane with the runway, and the wind began pushing the airplane to the left. The pilot initiated a go-around by applying full throttle and turning off the carburetor heat; however, the engine began to "sputter." Subsequently, the airplane landed "hard" on its left main landing gear, bounced several times, veered left, and exited the runway onto the grass. While on the grass, the airplane porpoised several times collapsing the nose landing gear. The airplane came to a rest on its nose.

According to the FAA inspector, who responded to the accident site, the nose wheel was folded under the airplane, the firewall was buckled, and the engine was displaced downward and to the left.

At 1410, the reported wind at the Amarillo International Airport was from 140 degrees at 14 knots gusting to 19 knots.

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	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:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/15/1999
Occupational Pilot:		Last Flight Review or Equivalent:	12/04/2000
Flight Time:	204 hours (Total, all aircraft), 27 hours (Total, this make and model), 170 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2495C
Model/Series:	PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	10/17/2000, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	97 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3826.6 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-235-L2C
Registered Owner:	Panther Aviation, Inc.	Rated Power:	112 hp
Operator:	Ceburne Aviation Services	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ama, 3605 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1410 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Few / 2800 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	27° C / 19° C
Precipitation and Obscuration:			
Departure Point:	CLEBURNE, TX (F18)	Type of Flight Plan Filed:	VFR
Destination:	Amarillo, TX (AMA)	Type of Clearance:	VFR
Departure Time:	1040 CDT	Type of Airspace:	Class D

Airport Information

Airport:	AMARILLO INTL (AMA)	Runway Surface Type:	Concrete
Airport Elevation:	3605 ft	Runway Surface Condition:	Dry
Runway Used:	04	IFR Approach:	None
Runway Length/Width:	13502 ft / 300 ft	VFR Approach/Landing:	Full Stop; 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):	Douglas D Wigington
Additional Participating Persons:	Juan Rivera; FAA FSDO; Lubbock, TX
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/ .