



Aviation Investigation Final Report

Location:	WHEELING, Illinois	Accident Number:	CHI96LA063
Date & Time:	December 24, 1995, 10:20 Local	Registration:	N8162S
Aircraft:	PIPER PA-28RT-201	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that he was going to execute some takeoffs and landings to comply with the regulations pertaining to currency. During the first crosswind landing, at approximately 10 to 15 feet, the airplane encountered a downdraft. The pilot said he increased the elevator deflection, but the airplane's rate of descent did not decrease. He did not increase engine power because there was not enough time and the airplane landed hard. The right landing gear was twisted approximately 30 degrees outboard, and the right wing was bent up with skin wrinkling on the upper surface.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's misjudgment of the landing flare.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (C) FLARE - MISJUDGED - PILOT IN COMMAND

Factual Information

On December 24, 1995 at 1020 central standard time (cst), a Piper PA-28RT-201, N8162S, piloted by a commercial pilot, was substantially damaged during landing. Visual meteorological conditions prevailed at the time of the accident. The personal 14 CFR part 91 flight was not operating on a flight plan. The pilot reported no injuries. The flight departed earlier that day from the Palwaukee airport, at 1000 cst.

During a telephone conversation with the pilot on December 29, 1995 he said that he was going to execute some takeoffs and landings to comply with the regulations pertaining to currency. The pilot said that during the first crosswind landing at approximately 10 to 15 feet the airplane encountered a downdraft. The pilot said he increased the elevator deflection, but the airplane's rate of descent did not decrease. The pilot said that he did not increase engine power, because there was not enough time.

The airplane's right landing gear was twisted approximately 30 degrees outboard, and the right wing was bent up with skin wrinkling on the upper surface.

Pilot Information

Certificate:	Commercial	Age:	74, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 3, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2303 hours (Total, all aircraft), 37 hours (Total, this make and model), 1905 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8162S
Model/Series:	PA-28RT-201 PA-28RT-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28R-8018042
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 1, 1995 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2180 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-C1C6
Registered Owner:	PARAGON FLYING CLUB	Rated Power:	200 Horsepower
Operator:	DONALD A. KARROLL	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PWK ,647 ft msl	Distance from Accident Site:	
Observation Time:	10:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	4 miles
Lowest Ceiling:	Overcast / 1300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-3°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	(PWK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	10:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	PALWAUKEE PWK	Runway Surface Type:	Asphalt
Airport Elevation:	647 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	5137 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.95095,-88.389259(est)

Administrative Information

Investigator In Charge (IIC):	Boldenow, David
Additional Participating Persons:	BILL HELING; WEST CHICAGO , IL
Original Publish Date:	April 1, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=10177

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