



Aviation Investigation Final Report

Location:	NORWALK, Ohio	Accident Number:	CHI84LA048
Date & Time:	November 20, 1983, 10:15 Local	Registration:	N6159P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT MADE A HARD LANDING WHILE ON A CROSS-COUNTRY FLT. THE PLT STATED THAT HE ENCOUNTERED TURBULENCE BELOW 3000 FT MSL. DURING THE HE ENCOUNTERED WIND SHEAR WHICH CAUSED HIM TO DROP 40 FT ONTO THE RWY. THE ACFT MANUAL STATES THAT 'IN HIGH WIND CONDITIONS AND CROSSWINDS IT MAY BE DESIRABLE TO APPROACH THE GROUND AT HIGHER THAN NORMAL SPEED WITH PARTIAL OR NO FLAPS.' HE MADE THIS APPROACH USING FULL FLAPS. ABOUT A HALF HOUR AFTER THE ACCIDENT CLEVELAND REPORTED A FRONTAL PASSAGE WITH WINDS FROM 170 DEGREES AT 20 KTS GUSTING TO 30 KTS.

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 - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. (F) WEATHER CONDITION - GUSTS
4. (C) JUDGMENT - IMPROPER - PILOT IN COMMAND

5. (F) WEATHER CONDITION - TURBULENCE
6. (C) LOWERING OF FLAPS - EXCESSIVE - PILOT IN COMMAND
7. (F) WEATHER CONDITION - WINDSHEAR

Occurrence #2: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 8, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1053 hours (Total, all aircraft), 803 hours (Total, this make and model), 853 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6159P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-160
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 24, 1983 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3250 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-540
Registered Owner:	JOSEPH A. WILHELM	Rated Power:	250 Horsepower
Operator:		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:	CLE ,792 ft msl	Distance from Accident Site:	33 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	65°
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Overcast / 8500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	15°C / 8°C
Precipitation and Obscuration:	Moderate - None - Rain		
Departure Point:	PITTSBURG , PA (8G4)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	HURON COMPANY OH21	Runway Surface Type:	Asphalt
Airport Elevation:	853 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	3950 ft / 75 ft	VFR Approach/Landing:	Full stop

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:	41.23954,-82.610801(est)

Administrative Information

Investigator In Charge (IIC): Kleckner, Pamela

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12499>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).