



# Aviation Investigation Final Report

<b>Location:</b>	PARKER, Colorado	<b>Accident Number:</b>	DEN83LA189
<b>Date &amp; Time:</b>	August 12, 1983, 19:45 Local	<b>Registration:</b>	N2183A
<b>Aircraft:</b>	PIPER PA-22-135	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE ACFT NOSE GEAR COLLAPSED DURING A FORCED LANDING AFTER THE ENGINE QUIT. NEITHER THE ACFT OWNER NOR THE ACFT HAD FLOWN FOR OVER 9 MONTHS. THE OWNER WAS ON A RECHECK FLT WITH A CFI FOR CURRENCY. THE OWNER HAD PREFLIGHTED THE ACFT AND FOUND NO WATER IN THE FUEL SUMPS. THE CFI DID NOT PARTICIPATE IN THE PREFLIGHT OR EVEN WITNESS IT BUT ACCEPTED THE OWNERS ASSESSMENT SINCE HE HAD SEEN THE OWNER PREFLT ON A PRIOR OCCASION. THE FLT PROCEEDED NORMALLY UNTIL THE CFI MADE SOME STEEP TURNS. THE ENGINE FAILED TO RESPOND TO THROTTLE A SHORT WHILE AFTER THE TURNS WHILE THE OWNER WAS FLYING. THECFI TOOK OVER FOR THE EMERGENCY AND FAILED TO GET A RESTART SO A FORCED LANDING WAS MADE. POST ACCIDENT INVESTIGATION REVEALED WATER IN THE FUEL LINES AND CARBURETOR. ONE CUP OF WATER WAS DRAINED FROM THE GASCOLATOR. THE ACFT HAS TWO 18 GALLON FUEL TANKS SITUATED IN THE WINGS LEVEL ENOUGH SO THAT WATER COULD COLLECT OVER THE ENTIRE BOTTOM WITHOUT COLLECTING AT THE FUEL OUTLET LINES.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FLUID,FUEL - WATER
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

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Occurrence #3: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 15, 1982
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	65 hours (Total, all aircraft), 42 hours (Total, this make and model), 39 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N2183A
<b>Model/Series:</b>	PA-22-135 PA-22-135	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-603
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 6, 1982 100 hour	<b>Certified Max Gross Wt.:</b>	1950 lbs
<b>Time Since Last Inspection:</b>	6 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1746 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-290-62
<b>Registered Owner:</b>	DAWSON FINE JEWELRY LTD.	<b>Rated Power:</b>	135 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	APA ,5871 ft msl	<b>Distance from Accident Site:</b>	11 Nautical Miles
<b>Observation Time:</b>	16:45 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	9000 ft AGL	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	Overcast / 15000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ENGLEWOOD , CO (APA )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:55 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	EVERITT PVT AIRSTRIP	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	6295 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	39.499794,-104.760978(est)

## Administrative Information

**Investigator In Charge (IIC):**      Winningham, Fred

**Additional Participating  
Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:**            [Class](#)

**Note:**

**Investigation Docket:**         <https://data.nts.gov/Docket?ProjectID=16136>

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