



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | MONUMENT VALLEY, Utah | Accident Number: | DEN86LA224 |
| Date & Time: | August 8, 1986, 15:15 Local | Registration: | N8544P |
| Aircraft: | PIPER PA-24-260 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PLT WAS ON AN APPROACH FOR LANDING WHEN THE ACFT BEGAN TO SETTLE. HE SAID THAT INCREASING POWER DID NOT SEEM TO HAVE AN EFFECT. SUBSEQUENTLY, THE ACFT LANDED HARD, COLLAPSING THE NOSE GEAR. THE PLT BELIEVED THAT HE HAD ENCOUNTERED WIND SHEAR DURING THE APPROACH. LOCAL PILOTS WERE AWARE OF UNFAVORABLE WIND CONDITIONS THAT OCCUR AT THE ARPT. VARIOUS PUBLICATIONS NOTE THAT THIS WAS A PRIVATE ARPT AND ITS USE WAS AT THE PLT'S OWN RISK.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) WEATHER CONDITION - UNFAVORABLE WIND
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. FLARE - NOT ATTAINED

Occurrence #3: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|---------------|
| Certificate: | Private | Age: | 55, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | | 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: | July 26, 1986 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 820 hours (Total, all aircraft), 131 hours (Total, this make and model), 716 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N8544P |
| Model/Series: | PA-24-260 PA-24-260 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 24-4001 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | June 12, 1986 Annual | Certified Max Gross Wt.: | 3200 lbs |
| Time Since Last Inspection: | 39 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 5945 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-540-E4A5 |
| Registered Owner: | PARK FLYERS, INC. | Rated Power: | 260 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | 4HV ,4446 ft msl | Distance from Accident Site: | |
| Observation Time: | 14:36 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Unknown / 10000 ft AGL | Visibility | 60 miles |
| Lowest Ceiling: | Broken / 10000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 0° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 36°C / 9°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | FULLERTON , CA (FUL) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 12:50 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|---------------------|----------------------------------|-------------|
| Airport: | MONUMENT VALLEY 71V | Runway Surface Type: | Dirt |
| Airport Elevation: | 5192 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 16 | IFR Approach: | None |
| Runway Length/Width: | 3100 ft / 75 ft | VFR Approach/Landing: | Straight-in |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| 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: | 37.080902,-110.249099(est) |

Administrative Information

Investigator In Charge (IIC): Tranter, Verlin

Additional Participating Persons: R. TRUDELL; SALT LAKE CITY , UT

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=17030>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).