



# Aviation Investigation Final Report

<b>Location:</b>	WINCHESTER, Virginia	<b>Accident Number:</b>	IAD98LA058
<b>Date &amp; Time:</b>	May 13, 1998, 19:15 Local	<b>Registration:</b>	N1142C
<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 pilot reported that during landing on runway 32, he touched down on the nosewheel first followed by the main wheels. The nosewheel then collapsed, and the airplane came to rest 100 feet beyond the touchdown point. He said that he was distracted during landing as his passenger was sick and vomiting. The pilot said that there was no mechanical malfunction with the airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Improper flare. A related factor was the pilot's diverted attention.

## Findings

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

### Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND

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Occurrence #2: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN



## Factual Information

On May 13, 1998, at 1915 eastern daylight time, a Piper PA-22-135, N1142C, was substantially damaged when it touched down hard during landing at the Winchester Regional Airport, Winchester, Virginia. The certificated private pilot and passenger were not injured. Visual meteorological conditions prevailed and a flight plan was not filed. The local, personal flight was conducted under 14 CFR Part 91.

The pilot reported that during landing on runway 32, the airplane's nosewheel struck the runway. The nosewheel then collapsed, and the airplane came to rest 100 feet beyond the touchdown point. He said that he was distracted during the landing as his passenger was sick and vomiting.

The pilot said that there was no mechanical malfunction with the airplane.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 17, 1996
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	306 hours (Total, all aircraft), 28 hours (Total, this make and model), 13 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N1142C
<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>	22-979
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	1950 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-290-D2
<b>Registered Owner:</b>	DAVID F WILLIAMS	<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>	OKV ,727 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	19:20 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	FRONT ROYAL , VA (FRR)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(OKV)	<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>	WINCHESTER REGIONAL OKV	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	727 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5500 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<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>	39.16957,-78.170547(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Drake, Beverley
<b>Additional Participating Persons:</b>	CHUCK LOUGHRY; DULLES , VA
<b>Original Publish Date:</b>	March 31, 2000
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=28298">https://data.nts.gov/Docket?ProjectID=28298</a>

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