



Aviation Investigation Final Report

Location:	TUNKHANNOCK, Pennsylvania	Accident Number:	NYC86LA207
Date & Time:	August 14, 1986, 08:00 Local	Registration:	N5888Z
Aircraft:	PIPER PA-22-108	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

STUDENT PILOT WAS ATTEMPTING A LANDING AT SKY HAVEN AIRPORT AND LANDED SHORT, BOUNCED AND LANDED IN A LEFT TURN. AT THIS POINT, THE PLT COULD NOT MAINTAIN DIRECTIONAL CONTROL AND RAN OFF THE RUNWAY, HIT A BARREL WITH THE RIGHT GEAR AND THE ACFT NOSED OVER.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: LANDING

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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

Findings

2. (C) FLARE - IMPROPER - PILOT IN COMMAND
3. (C) RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND

- 4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 5. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

- 6. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	25, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 8, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	11 hours (Total, all aircraft), 9 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5888Z
Model/Series:	PA-22-108 PA-22-108	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-9752
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 11, 1986 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4234 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-C1B
Registered Owner:	SKYHAVEN AIRPORT, INC.	Rated Power:	108 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TUNKHANNOCK , PA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	SKYHAVEN 76N	Runway Surface Type:	Gravel
Airport Elevation:	639 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2000 ft / 300 ft	VFR Approach/Landing:	None

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:	41.530723,-75.939048(est)

Administrative Information

Investigator In Charge (IIC): Twine jr., Chauncey

Additional Participating Persons:

Original Publish Date: March 10, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30403>

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](#).