



Aviation Investigation Final Report

Location:	NORWOOD, Massachusetts	Accident Number:	NYC84LA101
Date & Time:	March 4, 1984, 13:30 Local	Registration:	N9175A
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PLT WAS PRACTICING TOUCH AND GO LANDINGS. THE PLT REPORTED THAT THE ACFT ENCOUNTERED A STRONG GUST OF WIND ABOUT 5 FT AGL DURING THE 2ND LANDING. THE TOUCHDOWN WAS MADE ON THE RIGHT MAIN GEAR AS THE ACFT SKIDDED AND BOUNCED. THE NEXT LANDING WAS ON THE NOSE GEAR AND THE PROPELLER HIT THE RWY AS THE ACFT SKIDDED TO A STOP.

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: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - GUSTS
 2. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. (F) WEATHER CONDITION - CROSSWIND
 4. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
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Occurrence #2: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 25, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	36 hours (Total, all aircraft), 36 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9175A
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-82A0106
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	October 29, 1983 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	652 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	WIGGINS AIRWAYS	Rated Power:	112 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	Clear	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NORWOOD , MA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

Airport:	NORWOOD OWD	Runway Surface Type:	Asphalt
Airport Elevation:	49 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3993 ft / 150 ft	VFR Approach/Landing:	Touch and go

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:	

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35510>

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](#).