



Aviation Investigation Final Report

Location:	THOMASVILLE, Pennsylvania	Accident Number:	NYC91LA190
Date & Time:	July 28, 1991, 16:17 Local	Registration:	N2315P
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT THE LANDING WAS NORMAL, BUT THAT A 'VOILENT NOSE WHEEL SHIMMY' OCCURRED AS THE AIRPLANE SLOWED. HE SAID, '[THE AIRPLANE] VEERED SHARPLY TO THE LEFT, [AND] UPENDED.' THE FAA INSPECTORS FOUND THE NOSEWHEEL SHIMMY DAMPENER LOOSE. THE PILOT HAD A TOTAL FLIGHT TIME OF 37 HOURS IN THIS MAKE AND MODEL OF AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER USE OF FLIGHT CONTROLS DURING THE LANDING ROLL, WHICH RESULTED IN A LOSS OF AIRPLANE CONTROL. FACTORS RELATED TO THE ACCIDENT WERE: THE LOOSE NOSE WHEEL SHIMMY DAMPENER AND THE PILOT'S LACK OF FLIGHT EXPERIENCE IN THIS MAKE AND MODEL OF AIRPLANE.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) LANDING GEAR,MAIN GEAR STRUT - VIBRATION
2. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 22, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	855 hours (Total, all aircraft), 37 hours (Total, this make and model), 837 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2315P
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22-2726
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2A
Registered Owner:	RICHARD MILLER	Rated Power:	150 Horsepower
Operator:	RICHARD MILLER	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:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	35°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:45 Local	Type of Airspace:	

Airport Information

Airport:	YORK THU	Runway Surface Type:	
Airport Elevation:	486 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	4190 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	39.919937,-76.869819(est)

Administrative Information

Investigator In Charge (IIC):	Leonard, Charles
Additional Participating Persons:	MR. THOMAS TAYLOR; HARRISBURG , PA RAYMOND STEICH; HARRISBURG , PA
Original Publish Date:	March 10, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=36973

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](#).