



# Aviation Investigation Final Report

<b>Location:</b>	EDGARTOWN, Massachusetts	<b>Accident Number:</b>	NYC92LA016
<b>Date &amp; Time:</b>	October 19, 1991, 10:00 Local	<b>Registration:</b>	N14189
<b>Aircraft:</b>	PIPER PA-23-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT MADE A FULL FLAP LANDING AND THE AIRPLANE STARTED BOUNCING. HE ADDED POWER, HOWEVER, HE DID NOT ADD FULL POWER AND MAKE A GO AROUND. THE AIRPLANE CONTINUED BOUNCING UNTIL THE RIGHT MAIN LANDING GEAR COLLAPSED AND THE AIRPLANE DEPARTED THE RIGHT SIDE OF THE RUNWAY. WHEN INTERVIEWED, THE PILOT SAID HE WAS OVER CAUTIOUS ABOUT ADDING FULL POWER WITH FULL FLAPS BECAUSE HE WAS WORRIED ABOUT AN UNCONTROLLABLE PITCHUP FOLLOWED BY A STALL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER RECOVERY FROM A BOUNCED LANDING BY THE PILOT. FACTORS RELATED TO THE ACCIDENT WERE IMPROPER USE OF THE FLIGHT CONTROLS AND THROTTLES.

## Findings

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

### Findings

1. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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Occurrence #2: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

Findings

3. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<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>	August 10, 1990
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2993 hours (Total, all aircraft), 1483 hours (Total, this make and model), 2662 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 4 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>	N14189
<b>Model/Series:</b>	PA-23-250 PA-23-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	27-4751
<b>Landing Gear Type:</b>	Retractable -	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	December 4, 1990 Annual	<b>Certified Max Gross Wt.:</b>	5200 lbs
<b>Time Since Last Inspection:</b>	180 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4351 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540-C4B5
<b>Registered Owner:</b>	PROFESSIONAL PENSIONS INC.	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>	PROFESSIONAL PENSIONS INC.	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	NEW HAVEN , CT (HVN )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(MVY )	<b>Type of Clearance:</b>	
<b>Departure Time:</b>	09:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	MARTHA'S VINEYARD MVY	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	68 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	5499 ft / 150 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hancock, Robert
<b>Additional Participating Persons:</b>	BARRY OTTO; BEDFORD , MA
<b>Original Publish Date:</b>	May 5, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=37097">https://data.ntsb.gov/Docket?ProjectID=37097</a>

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