



Aviation Investigation Final Report

Location:	BEDFORD, Massachusetts	Accident Number:	NYC92LA171
Date & Time:	August 20, 1992, 16:45 Local	Registration:	N8371H
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRPLANE WAS LANDING ON RUNWAY 29. A WITNESS ON THE AIRPORT SAW N8371H PORPOISING SEVERAL TIMES PRIOR TO TOUCHDOWN. HE SAID, 'AFTER PORPOISING ANOTHER 4 TO 5 TIMES THE PLANE THEN PITCHED OVER AND DESCENDED TO THE RUNWAY, HITTING NOSE WHEEL FIRST...IT...PITCHED NOSE UP TO AN ALTITUDE OF 20-30' AND THEN PITCHED OVER...HITTING THE RUNWAY AGAIN NOSE FIRST.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S LOSS OF AIRPLANE CONTROL DURING THE FLARE, RESULTING IN PORPOISING AND SUBSEQUENT HARD LANDING.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (C) PORPOISE/PILOT-INDUCED OSCILLATION - ENCOUNTERED - PILOT IN COMMAND

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

Findings

3. (C) TOUCHDOWN - IMPROPER - PILOT IN COMMAND

4. LANDING GEAR, TIRE - FAILURE, TOTAL

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - RUNWAY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	49, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 23, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2968 hours (Total, all aircraft), 198 hours (Total, this make and model), 2700 hours (Pilot In Command, all aircraft), 14.1 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1.7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8371H
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7103420
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 2, 1900 Annual	Certified Max Gross Wt.:	3750 lbs
Time Since Last Inspection:	35 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1820 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360
Registered Owner:	EDWARD WALTER	Rated Power:	220 Horsepower
Operator:	EDWARD WALTER	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	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NASHUA , NH (ASH)	Type of Flight Plan Filed:	None
Destination:	(BFD)	Type of Clearance:	None
Departure Time:	15:03 Local	Type of Airspace:	Class D

Airport Information

Airport:	LAURENCE G. HANSCOM FIELD BED	Runway Surface Type:	Asphalt
Airport Elevation:	133 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	7200 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:	

Administrative Information

Investigator In Charge (IIC):	Leonard, Charles
Additional Participating Persons:	ANDRE LAMARRE; BEDFORD , MA
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37214

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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](#).