



Aviation Investigation Final Report

Location:	GEORGETOWN, South Carolina	Accident Number:	MIA96LA190
Date & Time:	July 16, 1996, 10:16 Local	Registration:	N1544P
Aircraft:	Piper PA-22-135	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he became disoriented, while circumnavigating weather with a low ceiling. He then made a precautionary landing in an open field. During the landing, the airplane collided with a 5 gallon water pump tank, collapsing the nose wheel. The airplane then nosed over and came to rest inverted.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to see-and-avoid an obstruction on the ground (inadequate visual lookout) during a precautionary landing, which resulted in a collapsed nose gear and subsequent nose over. Factors relating to the accident were: the adverse weather conditions, and the pilot becoming lost/disoriented.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CLOUDS
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. OBJECT - OTHER
5. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

Findings
6. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3: NOSE OVER
Phase of Operation: LANDING

Factual Information

On July 16, 1996, about 1016 eastern daylight time, a Piper PA-22-135, N1544P, registered to a private owner, operating as a 14 CFR Part 91 personal flight, crashed on landing rollout during a precautionary landing in the vicinity of Georgetown, South Carolina. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The private pilot reported no injuries. The flight originated from Mt. Pleasant, South Carolina, about 1 hour 16 minutes before the accident.

The pilot stated that he became disoriented while circumnavigating weather with about a 1,100-foot ceiling. He made a precautionary landing to an open field, collided with a 5-gallon water pump tank, collapsing the nose wheel. The airplane nosed over and came to a complete stop inverted.

Pilot Information

Certificate:	Private	Age:	68,U
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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 1, 1996
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2100 hours (Total, all aircraft), 100 hours (Total, this make and model), 2100 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1544P
Model/Series:	PA-22-135 PA-22-135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-2407
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 4, 1995 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2750 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-290-D2
Registered Owner:	FREDDIE J. PYLE	Rated Power:	135 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:	CRE ,34 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	12:14 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Scattered	Visibility	7 miles
Lowest Ceiling:	Broken	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C / 25°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MT PLEASANT , SC (8S5)	Type of Flight Plan Filed:	None
Destination:	CONWAY , SC (HWY)	Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Precautionary landing

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:	33.360755,-79.289726(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	WILLIAM G ROBERTS; WEST COLUMBIA , SC
Original Publish Date:	October 4, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=38054

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