



Aviation Investigation Final Report

Location:	STUART, Florida	Accident Number:	MIA97LA131
Date & Time:	April 9, 1997, 14:33 Local	Registration:	N2HS
Aircraft:	Piper PA-34-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated he was landing with a gusty quartering crosswind. He maintained a higher speed to compensate for the gusts, touched down, bounced and the nose gear collided with the runway. Review of weather conditions revealed no recorded record of turbulence, downdrafts, gusts, or windshear.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during a crosswind landing. Factors were the crosswind and his improper level off.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (F) LEVEL OFF - IMPROPER - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. TERRAIN CONDITION - RUNWAY

Factual Information

On April 9, 1997, about 1433 eastern daylight time, a Piper PA-34, N2HS, registered to a private owner, operating as a 14 CFR Part 91 personal flight, landed hard at Witham Field, Stuart, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The pilot and two passengers were not injured. The airplane sustained substantial damage. The flight originated from Rock Hill, South Carolina, about 2 hours 48 minutes before the accident.

The pilot stated he was landing with a gusting, quartering crosswind to runway 07. He maintained a higher approach speed to compensate for the gusts. The airplane touched down, bounced and collided with the runway on the nose gear

Review of weather information for the time period of the accident revealed no recorded record of turbulence, downdrafts, gusts, or windshear.

Pilot Information

Certificate:	Commercial	Age:	66,U
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	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 27, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	15000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2HS
Model/Series:	PA-34-200 PA-34-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-8070022
Landing Gear Type:		Seats:	6
Date/Type of Last Inspection:	June 18, 1996 Annual	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:	72 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3236 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360
Registered Owner:	HERBERT SPAUGH JR.	Rated Power:	200 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:	MCO ,96 ft msl	Distance from Accident Site:	120 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Scattered / 4900 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ROCK HILL , SC (29J)	Type of Flight Plan Filed:	None
Destination:	(SUA)	Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	Class D

Airport Information

Airport:	STUART-WHITMAN FIELD SUA	Runway Surface Type:	Asphalt
Airport Elevation:	17 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	5000 ft / 200 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	27.18946,-80.24057(est)

Administrative Information

Investigator In Charge (IIC):	Martinez, Ana
Additional Participating Persons:	GEORGE FRANCIONE; FORT LAUDERDALE, FL
Original Publish Date:	September 5, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=38257

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