



Aviation Investigation Final Report

Location:	ELLENSBURG, Washington	Accident Number:	SEA86LA042
Date & Time:	January 19, 1986, 16:30 Local	Registration:	N5338Z
Aircraft:	PIPER PA-22-108	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A GUST OF WIND OCCURRED ON SHORT FINAL AND A LOSS OF AIRSPEED RESULTED AT ABOUT 15 FEET A.G.L THE PILOT FAILED TO ADD POWER BUT RAISED THE AIRCRAFT'S NOSE TO AN ATTITUDE WHERE HE COULD NO LONGER SEE THE RUNWAY. LANDING WAS ACCOMPLISHED TO THE LEFT OF THE RUNWAY ONTO 1 FOOT DEEP SNOW. THE AIRCRAFT CAME TO REST INVERTED DURING LANDING ROLL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
3. (F) WEATHER CONDITION - GUSTS

Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) FLARE - IMPROPER - PILOT IN COMMAND
5. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 5, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	112 hours (Total, all aircraft), 61 hours (Total, this make and model), 84 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5338Z
Model/Series:	PA-22-108 PA-22-108	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-9050
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 8, 1985 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5900 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-C1B
Registered Owner:		Rated Power:	108 Horsepower
Operator:	ROBERT KIBLER	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:	Unknown	Visibility	30 miles
Lowest Ceiling:	Overcast / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WENATCHEE , WA (EAT)	Type of Flight Plan Filed:	None
Destination:	ELLENSBURG , WA	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	VALLEY AVIATION	Runway Surface Type:	Gravel
Airport Elevation:	1700 ft msl	Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	3500 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	46.970771,-120.469749(est)

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace
Additional Participating Persons:	CHUCK COOPER; SEATTLE , WA
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40345

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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](#).