



# Aviation Investigation Final Report

<b>Location:</b>	PARIS, Tennessee	<b>Accident Number:</b>	ATL98LA114
<b>Date &amp; Time:</b>	August 15, 1998, 10:25 Local	<b>Registration:</b>	N9721D
<b>Aircraft:</b>	Piper PA-22-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot established an approach for runway 27. According to the pilot, 'it seemed that I was too high, so I dropped the flaps. My descent was uncontrolled and I hit the strip very hard'. The nose gear and the left main landing gear collapsed after the airplane touched down about 400 feet from the approach end of the sod runway. There were no known mechanical problems with the airplane

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper landing flare that resulted in an overload failure of the left main landing gear.

### Findings

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

Findings  
1. (C) FLARE - IMPROPER - PILOT IN COMMAND  
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Occurrence #2: GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. LANDING GEAR,MAIN GEAR - OVERLOAD

## Factual Information

On August 15, 1998, at 1025 central daylight time, a Piper PA-22-150, N9721D, collided with the ground and collapsed the landing gear, at a private airstrip near Paris, Tennessee. The personal flight operated under the provisions of Title 14 CFR Part 91 with no flight plan filed. Weather data from the nearest reporting facility revealed that visual weather conditions prevailed at the time of the accident. The private pilot received minor injuries. Examination of the airplane at the accident site disclosed that the airframe had sustained substantial damage. According to the pilot, the flight departed Camden, Tennessee, at 1000.

The pilot stated that he had conducted a visual over flight of the airport to determine the direction of the landing runway and general airstrip condition. The pilot established an approach for runway 27. According to the pilot, "it seemed that I was too high, so I dropped the flaps. My descent was uncontrolled and I hit the strip very hard". The nose gear and the left main landing gear collapsed after the airplane touched down about 400 feet from the approach end of the sod runway.

The pilot stated that there were no known mechanical problems with the airplane.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<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>	April 5, 1998
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	246 hours (Total, all aircraft), 237 hours (Total, this make and model), 236 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N9721D
<b>Model/Series:</b>	PA-22-150 PA-22-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	226638
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 12, 1998 Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	6 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2586 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>	LAWRENCE G. ATKINS	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<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>	Dawn
<b>Observation Facility, Elevation:</b>	MLK ,434 ft msl	<b>Distance from Accident Site:</b>	50 Nautical Miles
<b>Observation Time:</b>	10:55 Local	<b>Direction from Accident Site:</b>	35°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 20°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CAMDEN , TN (0M4 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PRIVATE AIRSTRIP	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	500 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	9	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3000 ft / 500 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	36.300273,-88.299331(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Powell, Phillip
<b>Additional Participating Persons:</b>	PATRICIA K MATHES; MEMPHIS , TN
<b>Original Publish Date:</b>	February 15, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=43649">https://data.nts.gov/Docket?ProjectID=43649</a>

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