



Aviation Investigation Final Report

Location:	JANESVILLE, Wisconsin	Accident Number:	CHI98LA350
Date & Time:	September 17, 1998, 11:50 Local	Registration:	N4749Z
Aircraft:	Piper PA-22-108	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported the airplane started to sink while he was on short final. He applied power, but the airplane continued to descend until contacting the terrain short of the approach end of the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to land the airplane at a proper touchdown point on the runway. A factor was the excessive rate of descent which developed on final approach.

Findings

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

Findings

1. (F) PROPER DESCENT RATE - EXCEEDED
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. TERRAIN CONDITION - DITCH

Factual Information

On September 17, 1998, at 1150 central daylight time, a Piper PA- 22-108, N4749Z, operated by a private pilot touched down short of runway 13 at the Rock County Airport, Janesville, Wisconsin. The pilot was not injured. The airplane was substantially damaged. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The flight originated from Schaumburg, Illinois, at 1100 cdt.

The pilot reported that he was cleared to enter a right traffic pattern for runway 13 when he was about 15 miles away from the airport. He reported that on short final, at an altitude of about 60 feet above the ground, with the engine set at 1500 rpm, the airplane started to sink. The pilot reported he applied power, but the airplane continued to sink. The airplane contacted the terrain short of the approach end of the runway. The nose wheel contacted the top of a 25-foot ditch which resulted in the nose gear collapsing.

Local winds at the time of the accident were reported as being from 110 degrees at 6 knots.

Pilot Information

Certificate:	Private	Age:	70, 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:	February 14, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2483 hours (Total, all aircraft), 900 hours (Total, this make and model), 21 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4749Z
Model/Series:	PA-22-108 PA-22-108	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-8305
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	October 1, 1997 Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2840 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-C
Registered Owner:	PHILIP A. CAPONE	Rated Power:	108 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:	JVL ,808 ft msl	Distance from Accident Site:	
Observation Time:	11:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SCHAUMBURG , IL (06C)	Type of Flight Plan Filed:	None
Destination:	(JVL)	Type of Clearance:	VFR
Departure Time:	11:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	ROCK COUNTY JVL	Runway Surface Type:	Concrete
Airport Elevation:	808 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	5396 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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):	Sullivan, Pamela
Additional Participating Persons:	TIMOTHY ANDERSON; MILWAUKEE , WI
Original Publish Date:	May 19, 1999
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=43936

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