



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | ONEONTA, New York | Accident Number: | NYC99LA016 |
| Date & Time: | October 25, 1998, 15:30 Local | Registration: | N55697 |
| Aircraft: | Piper PA-34-200 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 3 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The airplane was landing on runway 24. A witness observed the airplane contact the runway, bounce approximately 15 feet in the air, and land 'violently.' Examination of the wreckage did not disclose evidence of any pre-impact malfunctions of the airframe or engine. The nose gear strut had been driven up through the fuselage, and extended 6 to 8 inches above the fuselage in the vicinity of the windshield. Winds reported at an airport about 45 miles south-southwest of the accident site, were from 330 degrees at 6 knots. A pilot who landed 10 minutes before the accident stated the winds were from 300-310 degrees at 5-8 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper flare which resulted in a hard landing. A factor in the accident was the crosswind condition.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

On October 25, 1998, about 1530 eastern standard time, a Piper PA-34-200, N55697, was substantially damaged while landing at the Oneonta Municipal Airport (N66), Oneonta, New York. The certificated private pilot and two passengers were not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the flight that departed the Danbury Municipal Airport, Danbury, Connecticut, about 1430, destined for N66. The personal flight was conducted under 14 CFR Part 91.

In a written statement, the pilot said he was landing on runway 24, with a 5 to 10 knot crosswind from the north. The pilot further stated:

"...On the ensuing flare which appeared to be in a normal flaring attitude and on first impact with the ground, the plane bounced and porpoised down the runway. A total of 3 ground impacts occurred prior to slowing to a complete stop...."

In a written statement, a witness said he saw the airplane hit the runway and bounce approximately 15 feet in the air. The airplane then landed "violently" and rolled 500 feet to a stop.

Examination of the wreckage by an Federal Aviation Administration Inspector did not disclose evidence of any pre-impact mechanical malfunctions of the airframe or engine. The nose gear strut had been driven up through the fuselage, and extended 6 to 8 inches above the fuselage in the vicinity of the windshield.

The pilot reported 522 hours of total flight experience. He was issued a multiengine land airplane rating on October 18, 1998. The pilot possessed 70 total flight hours in multiengine airplanes, all in the make and model of the accident airplane, of which 4 hours were logged as pilot-in-command.

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Pilot Information

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|----------------------------------|---|--|-----------------|
| Certificate: | Private | Age: | 52, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | October 1, 1997 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 522 hours (Total, all aircraft), 70 hours (Total, this make and model), 298 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N55697 |
| Model/Series: | PA-34-200 PA-34-200 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 34-7350237 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 7 |
| Date/Type of Last Inspection: | September 2, 1998 Annual | Certified Max Gross Wt.: | 4200 lbs |
| Time Since Last Inspection: | 47 Hrs | Engines: | 2 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | IO-360C1E6 |
| Registered Owner: | VNE AVIATION | Rated Power: | 200 Horsepower |
| Operator: | JAMES J. HAHN | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | BGM ,1636 ft msl | Distance from Accident Site: | 45 Nautical Miles |
| Observation Time: | 15:56 Local | Direction from Accident Site: | 245° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 6 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 330° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 17°C / 5°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | DANBURY , CT (DXR) | Type of Flight Plan Filed: | None |
| Destination: | (N66) | Type of Clearance: | None |
| Departure Time: | 14:30 Local | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|-----------------|----------------------------------|---------------------------|
| Airport: | ONEONTA N66 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1764 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 24 | IFR Approach: | None |
| Runway Length/Width: | 4200 ft / 75 ft | VFR Approach/Landing: | Full stop;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 42.450122,-75.059982(est) |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | Schiada, Luke |
| Additional Participating Persons: | PETER J LACAGNINA; ALBANY , NY |
| Original Publish Date: | February 16, 2001 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=45158 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).