



# Aviation Investigation Final Report

<b>Location:</b>	MORaine, Ohio	<b>Accident Number:</b>	NYC00LA232
<b>Date &amp; Time:</b>	August 20, 2000, 09:15 Local	<b>Registration:</b>	N235LP
<b>Aircraft:</b>	Triple S Aero INC      LANCAIR IVP	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The accident airplane was following a slower airplane to land. While on downwind, the accident pilot radioed that he was going to extend his downwind leg. After completing the base leg and turning final, the accident pilot radioed that he was performing some 'S' turns. While on final and approximately 50 feet short of the 3,500-foot runway, the accident airplane contacted a 15-foot high levee. The airplane then impacted the ground 45 degrees nose low, and slid onto the runway, where it came to rest. The minimum airspeed for the airplane in the landing configuration was 90 knots, which equated to 5 to 6 degrees nose high, and a landing distance of approximately 2,000 feet. The pilot was not aware of the levee while executing the approach. The runway identifier and touchdown markings were not visible because of wear. According to the Airport/Facility Directory, the runway threshold was displayed 225 feet. In addition, the airport diagram depicted the levee and how it related to 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 maintain a proper glide path to the runway which resulted in the airplane contacting a 15-foot levee just short of the runway.

### Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. TERRAIN CONDITION - BERM
2. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

On August 20, 2000, at 0915 Eastern Daylight Time, a homebuilt Lancair IVP, N235LP, was destroyed when it impacted a 15-foot levee, while landing at the Moraine Airpark, Moraine, Ohio. The certificated commercial pilot and the passenger sustained serious injuries. Visual meteorological conditions prevailed for the personal flight. No flight plan was filed, and the flight was conducted under 14 CFR Part 91.

According to witnesses, the accident airplane was following a slower airplane to land on Runway 8. While on downwind, the accident pilot radioed that he was going to extend the downwind leg because the airplane he was following was slower. After the accident airplane turned base leg and final, the accident pilot radioed that he was performing some "S" turns. While on final and approximately 50 feet short of the 3,500-foot runway, the accident airplane contacted a 15-foot high levee. The airplane then impacted the ground 45 degrees nose low, and slid onto the approach end of the runway where it came to rest. A post-cash fire ensued, and witnesses extracted the pilot and passenger from the wreckage.

According to the pilot, after turning final the landing gear was down and the airplane was configured with full flaps. The pilot remembers maintaining 90 knots, and approximately a 2.5 degree approach angle to his intended touchdown point, which was about 200 feet down the runway. The pilot was not aware of the levee, and the impact caught him by surprise. The pilot added that while executing a normal approach the airplane would be 5 to 6 degrees nose high, and require about 2,000 feet of available runway for landing. The pilot had approximately 127 hours of flight experience in the accident airplane, and about 1,600 hours of total flight experience. The pilot added that the runway identifier and touchdown markings were not visible because of wear.

According to the Airport/Facility Directory, the runway threshold was displayed 225 feet. In addition, the airport diagram depicted the levee and how it related to Runway 8.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<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>	March 18, 1999
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1600 hours (Total, all aircraft), 127 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Triple S Aero INC	<b>Registration:</b>	N235LP
<b>Model/Series:</b>	LANCAIR IVP LANCAIR IV	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	235
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 13, 2000 Annual	<b>Certified Max Gross Wt.:</b>	3200 lbs
<b>Time Since Last Inspection:</b>	31 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	340 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-550G
<b>Registered Owner:</b>	TRIPLE S AERO INC	<b>Rated Power:</b>	350 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>	Day
<b>Observation Facility, Elevation:</b>	MGY ,960 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	08:53 Local	<b>Direction from Accident Site:</b>	170°
<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>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	14°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	XENIA , OH (I20 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(I73 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	MORAIN AIR PARK I73	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	720 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	8	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3500 ft / 65 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	39.700435,-84.219909(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Muzio, David
<b>Additional Participating Persons:</b>	LEON A AWALT; CINCINNATI , OH
<b>Original Publish Date:</b>	May 8, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=50037">https://data.nts.gov/Docket?ProjectID=50037</a>

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