



# Aviation Investigation Final Report

---

<b>Location:</b>	Kenton, Ohio	<b>Accident Number:</b>	NYC01LA228
<b>Date &amp; Time:</b>	September 22, 2001, 13:59 Local	<b>Registration:</b>	N7630D
<b>Aircraft:</b>	Piper PA-22-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

---

## Analysis

The pilot had just purchased the airplane and was in the process of ferrying it home when he elected to divert because of en route weather. The pilot maneuvered the airplane for a 4,201-foot long by 75-foot wide runway. The airplane touched down on the first 1/3 of the runway with full flaps and an indicated airspeed of approximately 70 to 80 mph. The pilot retarded the throttle to idle, and applied the brakes, which caused the airplane to pull from side to side. Fearing that he would not be able to stop the airplane before reaching the end of the runway, he elected to drive it onto a grassy area to the right. After departing the runway, the nose wheel struck a culvert, and the airplane nosed over. It was the pilot's first landing in the accident airplane. It was also his first landing in the accident airplane make and model. Winds in the area were approximately 5 knots, from 80 degrees to the left of the runway. After the accident, a mechanic applied the handbrake and then tried to push the airplane. The airplane did not move.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to stop the airplane within the available runway. Factors included the uneven braking and the pilot's lack of experience in airplane make and model.

## Findings

---

Occurrence #1: NOSE OVER

Phase of Operation: LANDING - ROLL

### Findings

1. (F) LANDING GEAR,NORMAL BRAKE SYSTEM - ERRATIC
2. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

## Factual Information

On September 22, 2001, at 1359 eastern daylight time, a Piper PA-22-150, N7630D, was substantially damaged during a precautionary landing at the Harding County Airport (I95), Kenton, Ohio. The certificated private pilot was not injured. Visual meteorological conditions prevailed for the ferry flight that departed Huntington Municipal Airport (HHG), Huntington, Indiana, destined for Valley Point Airport (WV29), Valley Point, West Virginia. No flight plan was filed, and the flight was conducted under 14 CFR Part 91.

According to the pilot, he had just purchased the airplane and was in the process of ferrying it home when he identified some weather along his planned route of flight. Not sure if he would be able to maintain visual flight rules, the pilot elected to divert to the Harding County Airport. The pilot maneuvered the airplane for runway 4, which was 4,201 feet long by 75 feet wide. The airplane touched down on the first 1/3 of the runway with full flaps and an indicated airspeed of approximately 70 to 80 mph. The pilot retarded the throttle to idle, and applied the handbrake, which caused the airplane to pull from side to side.

Fearing that he would not be able to stop the airplane before reaching the end of the runway, the pilot elected to drive it onto a grassy area to the right. After departing the runway, the nose wheel struck a culvert that the pilot did not see. The nose wheel collapsed, and the airplane nosed over. The pilot secured the airplane, and then egressed without assistance. The pilot added that the brakes were functioning "because the tires were braking," but that the brakes seem to be activating from side to side. In addition, the pilot stated that this was his first landing in the airplane.

About 3 minutes before the accident, a weather facility located approximately 28 nautical miles to the north of the airport, recorded the weather as wind 320 degrees at 5 knots, visibility 10 miles, few clouds at 3,900 feet and 4,500 feet, temperature 70 degrees Fahrenheit, dew point 54 degrees Fahrenheit, and an altimeter setting of 30.09 Hg.

According to a mechanic, while the airplane was in a hangar waiting transportation, he applied the handbrake and then tried to push the airplane. The airplane did not move.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	70, 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/lm	<b>Last FAA Medical Exam:</b>	January 10, 2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	January 22, 1999
<b>Flight Time:</b>	1053 hours (Total, all aircraft), 1000 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7630D
<b>Model/Series:</b>	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>	22-5336
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 31, 2001 Annual	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3018 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	Robert K. Smith	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FDY,813 ft msl	<b>Distance from Accident Site:</b>	28 Nautical Miles
<b>Observation Time:</b>	13:56 Local	<b>Direction from Accident Site:</b>	357°
<b>Lowest Cloud Condition:</b>	Few / 3900 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.09 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	HUNTINGTON, IN (HHG )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	VALLEY POINT, WV (WV29)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	HARDIN COUNTY I95	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1024 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	4	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4201 ft / 75 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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 None	<b>Latitude, Longitude:</b>	40.639961,-83.609771(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Muzio, David
<b>Additional Participating Persons:</b>	Bill Mazurek; FAA/FSDO; Columbus, OH
<b>Original Publish Date:</b>	January 23, 2002
<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=53531">https://data.nts.gov/Docket?ProjectID=53531</a>

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](#).