Aviation Investigation Final Report

Location:	Kenton, Ohio	**Accident Number:**	NYC01LA228
Date & Time:	September 22, 2001, 13:59 Local	**Registration:**	N7630D
Aircraft:	Piper PA-22-150	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	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 depafting 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

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:**	January 10, 2000
Occupational Pilot:		**Last Flight Review or Equivalent:**	January 22, 1999
Flight Time:	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

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

Meteorological Information and Flight Plan

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

Airport Information

Airport:	HARDIN COUNTY I95	**Runway Surface Type:**	Asphalt
Airport Elevation:	1024 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	4	**IFR Approach:**	None
Runway Length/Width:	4201 ft / 75 ft	**VFR Approach/Landing:**	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:**	40.639961,-83.609771(est)

Administrative Information

Investigator In Charge (IIC):	Muzio, David
Additional Participating Persons:	Bill Mazurek; FAA/FSDO; Columbus, OH
Original Publish Date:	January 23, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53531