



Aviation Investigation Final Report

Location:	St. Joseph, Missouri	Accident Number:	CHI02LA164
Date & Time:	June 13, 2002, 19:50 Local	Registration:	N2532N
Aircraft:	Piper PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane sustained substantial damage when it contacted terrain when the airplane landed perpendicular to the runway. The witness reported the airplane almost stalled during takeoff, and then banked hard left and went right down when it was in position for a base leg turn. The inspection of the airplane revealed the aircraft contacted the ground near the approach end of the runway 17 on a base leg heading, or perpendicular to the runway. The pilot was unable to explain why he touched down perpendicular to the runway. The pilot reported, "I made a mistake. That accident was my fault. No call for what I did. No call for the landing. Should have been going down [the] runway." He reported that he could not remember many of the details concerning the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain proper alignment with the runway.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

1. (C) PROPER ALIGNMENT - NOT ATTAINED

Occurrence #2: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Factual Information

On June 13, 2002, at 1950 central daylight time, a Piper PA-38-112, N2532N, owned and piloted by a private pilot sustained substantial damage in a collision with terrain while attempting to land perpendicular to runway 17 (8,059 feet by 150 feet, dry/asphalt) at the Rosecrans Memorial Airport (STJ), St. Joseph, Missouri. Visual meteorological conditions prevailed at the time of the accident. The personal flight was operating under the provisions 14 CFR Part 91 without a flight plan. The pilot, the sole occupant, reported no injuries. The local flight originated at 1940 central daylight time.

The pilot made a statement to the police who responded to the accident. The pilot reported he was following a King Air that was landing at the STJ. He stated that he was 1,000 feet above the King Air and that he made a left base leg to allow the other aircraft to taxi off the runway. The pilot reported that when he touched down the landing gear folded up. He stated, "I kept my nose up and made it over to the grass so I wouldn't start a fire."

The police interviewed a witness who observed the accident flight. The witness reported that he observed the pilot working on the airplane for about 50 minutes prior to the flight. He reported the pilot had difficulty getting the airplane started, and that the airplane was missing badly and cutting out during the taxi for takeoff. He reported the airplane almost tail stalled during takeoff. He reported that after the King Air landed, the airplane banked hard left and went right down. He reported he could hear the engine fowling.

According to an inspector from the Federal Aviation Administration (FAA), the aircraft contacted the ground near the approach end of the runway 17 on about a 260 degree heading, or perpendicular to the runway. The airplane touched down hard about 20 feet east of the north/south parallel taxiway traveling west. The nose wheel collapsed when the airplane crossed the taxiway. The right main gear leg came off after crossing the taxiway, and the aircraft stopped about halfway between the taxiway and the runway, still heading west. In an interview with the FAA inspector, the pilot reported that he was unable to explain why he was so low while still perpendicular to the runway. The pilot reported that he attempted to make a go-around but that the engine did not respond.

An inspection of the airplane revealed the engine drive train exhibited continuity and thumb compression. The magnetos produced spark. Fuel was found in the carburetor and fuel tanks. One propeller blade was bent back and the other did not exhibit leading edge damage or chordwise scratching.

The pilot reported, "I made a mistake. The accident was my fault. No call for what I did. No call for the landing. Should have been going down [the] runway." The pilot reported that his blood sugar level was "really high" at the time of the accident. He reported that he could not

remember many of the details concerning the accident.

The pilot had not logged any training since 1982. The pilot's last flight review was on November 30, 1982. His most recent medical certificate expired on October 24, 1996. The pilot reported he had about 1,500 total hours of flight time. He had logged about 20 hours in the last 90 days.

Pilot Information

Certificate:	Private	Age:	60, 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:	Unknown Expired	Last FAA Medical Exam:	October 24, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	November 30, 1982
Flight Time:	1500 hours (Total, all aircraft), 20 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2532N
Model/Series:	PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-79A0902
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	May 2, 2002 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	9043 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235
Registered Owner:	Jack W. Martin	Rated Power:	115 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	STJ,826 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	23°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	St. Joseph , MO (STJ)	Type of Flight Plan Filed:	None
Destination:	St. Joseph , MO (STJ)	Type of Clearance:	None
Departure Time:	19:40 Local	Type of Airspace:	Class D

Airport Information

Airport:	Rosencrans Memorial STJ	Runway Surface Type:	Concrete
Airport Elevation:	826 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	8059 ft / 150 ft	VFR Approach/Landing:	Go around

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:	39.771945,-94.909446

Administrative Information

Investigator In Charge (IIC):	SILLIMAN, JIM
Additional Participating Persons:	Alfred G Rager; Federal Aviation Administration MKC FSDO; Kanas City, MO
Original Publish Date:	May 13, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=54976

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](#).