



# Aviation Investigation Final Report

<b>Location:</b>	Jamestown, New York	<b>Accident Number:</b>	NYC06CA051
<b>Date &amp; Time:</b>	December 28, 2005, 15:55 Local	<b>Registration:</b>	N4792A
<b>Aircraft:</b>	Piper PA-22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was landing on the left side of a 25-foot-wide runway because the center of the runway was covered in ice and the left side was clear. During the rollout, the right main landing gear wheel "bumped" the ice. The airplane then veered left, and the left main landing gear tire went off the runway, and into "soft grass." The airplane then nosed over.

## 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 directional control during the landing rollout. Factors included the ice on the runway and the soft terrain.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - ICY

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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - SOFT

## Factual Information

The pilot was landing on the left side of a 25-foot-wide runway because the center of the runway was covered in ice and the left side was clear. During the rollout, the right main landing gear wheel "bumped" the ice. The airplane then veered left, and the left main landing gear tire went off the runway, and into "soft grass." The airplane then nosed over.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	April 1, 2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	168 hours (Total, all aircraft), 52 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N4792A
<b>Model/Series:</b>	PA-22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	51362450
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	John H Johnson, Jr.	<b>Rated Power:</b>	
<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Corry, PA (8G2)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Jamestown, NY (NY89)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:00 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	42.150001,-79.256668

## Administrative Information

**Investigator In Charge (IIC):** Cox, Paul

**Additional Participating Persons:**

**Original Publish Date:** March 28, 2006

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=63078>

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