



# Aviation Investigation Final Report

<b>Location:</b>	BROOKSVILLE, Florida	<b>Accident Number:</b>	MIA83LA005
<b>Date &amp; Time:</b>	October 5, 1982, 10:20 Local	<b>Registration:</b>	N2447F
<b>Aircraft:</b>	PIPER PA-38-112	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE STUDENT PILOT WAS PRACTICING TOUCH-AND-GO LANDINGS. ACCORDING TO HIM, THE NOSE GEAR COLLAPSED AS HE LOWERED THE NOSE ON HIS THIRD LANDING. THE PROPELLER STRUCK THE RUNWAY SURFACE AND THE PLANE VEERED TO THE LEFT. AFTER DEPARTING THE LEFT SIDE OF THE RUNWAY, THE PLANE NOSED OVER. AN EXAMINATION OF THE NOSE GEAR REVEALED NO EVIDENCE OF FATIGUE, CORROSION OR PREVIOUS CRACKS. THE ENGINE MOUNT AND UPPER LANDING GEAR STRUCTURE WERE FOUND TO BE BUCKLED AND SHOWED EVIDENCE OF VERTICAL DECELERATION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND
  2. (C) LEVEL OFF - IMPROPER - PILOT IN COMMAND
  3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
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Occurrence #2: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. LANDING GEAR, NOSE GEAR - OVERLOAD

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Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND  
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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Occurrence #4: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 24, 1982
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	16 hours (Total, all aircraft), 16 hours (Total, this make and model), 7 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N2447F
<b>Model/Series:</b>	PA-38-112 PA-38-112	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	38-79A0454
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	20 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1852 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	AMERICAN AVIATION, INC.	<b>Rated Power:</b>	112 Horsepower
<b>Operator:</b>	AMERICAN AVIATION, INC.	<b>Operating Certificate(s) Held:</b>	
<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	8 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	80°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BROOKSVILLE , FL (BKV )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	BROOKSVILLE , FL (BKV )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:05 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	HERNANDO COUNTY BKV	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	20	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## 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>	

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** October 5, 1983

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=70042>

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.

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