



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | FALL RIVER, Massachusetts | Accident Number: | NYC83LA043 |
| Date & Time: | December 13, 1982, 19:35 Local | Registration: | N62635 |
| Aircraft: | PIPER PA-23-250 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 3 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

ON SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED ON THE RWY WHICH HAD THE MIDDLE THIRD OF ITS WIDTH COVERED WITH 6-8 INCHES OF SNOW. THE OUTER THIRDS WERE PLOWED BUT ICY.

Probable Cause and Findings

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

Findings

Occurrence #1: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. (C) NOTAMS - NOT ISSUED - AIRPORT PERSONNEL
4. LANDING GEAR, NOSE GEAR - OVERLOAD
5. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

Factual Information

Pilot Information

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|----------------------------------|--|--|----------------|
| Certificate: | Private | Age: | 50, Male |
| Airplane Rating(s): | Multi-engine land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | August 2, 1982 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 1854 hours (Total, all aircraft), 665 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|------------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N62635 |
| Model/Series: | PA-23-250 PA-23-250 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 277654103 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 5200 lbs |
| Time Since Last Inspection: | 0 Hrs | Engines: | 2 Reciprocating |
| Airframe Total Time: | 16 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed | Engine Model/Series: | IO-540 |
| Registered Owner: | RENATO HUGO ROJAS | Rated Power: | 235 Horsepower |
| Operator: | RENATO HUGO ROJAS | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Night/dark |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 20 miles |
| Lowest Ceiling: | Unknown | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 240° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 32°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | ELMIRA , NY | Type of Flight Plan Filed: | IFR |
| Destination: | FALL RIVER , MA | Type of Clearance: | None |
| Departure Time: | 18:00 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|--------------------------|----------------------------------|---------|
| Airport: | FALL RIVER MUNICIPAL FLR | Runway Surface Type: | Asphalt |
| Airport Elevation: | 0 ft msl | Runway Surface Condition: | Snow |
| Runway Used: | 24 | IFR Approach: | |
| Runway Length/Width: | 3950 ft / 150 ft | VFR Approach/Landing: | |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 2 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 3 None | Latitude, Longitude: | |

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: December 13, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70663>

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](#).