



National Transportation Safety Board Aviation Accident Final Report

Location:	BOONE, NC	Accident Number:	ATL01LA002
Date & Time:	10/01/2000, 1605 EDT	Registration:	N43055
Aircraft:	Piper PA-28-181	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot landed long on the runway with a tailwind present. The pilot did not perform a go-around because of mountainous terrain on the departure end of the runway. After touchdown, the airplane traveled down an embankment and into a 7-foot deep ravine. The airplane sustained damage to the engine, propeller, firewall, and left wing spar. The pilot did not report a mechanical problem with the airplane at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of speed and distance which resulted in an overrun of the runway. A contributing factor was the tailwind condition.

Findings

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

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
 2. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. (F) WEATHER CONDITION - TAILWIND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - RAVINE
5. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

Factual Information

On October 1, 2000, at 1605 eastern daylight time, a Piper PA-28-181, N43055, registered to and operated by the pilot, was substantially damaged when it collided with terrain and water during landing at Boone Airport in Boone, North Carolina. The private pilot was not injured, and the passenger received minor injuries. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated from Moore County Airport in Pinehurst, North Carolina, at 1456.

According to the pilot, he landed long on runway 31 (2,100 ft. x 40 ft.) with a tailwind present. Rather than performing a go-around due to mountainous terrain off the end of the runway, he elected to land. After touchdown, the airplane traveled down an embankment and into a 7-foot deep ravine. The airplane sustained damage to the engine, propeller, firewall, and left wing spar.

The pilot reported that there were no mechanical malfunctions or failures with the airplane.

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/02/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	225 hours (Total, all aircraft), 13 hours (Total, this make and model), 142 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N43055
Model/Series:	PA-28-181 PA-28-181	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	288390066
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	11/12/1999, Annual	Certified Max Gross Wt.:	2558 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5000 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A4M
Registered Owner:	RONALD W. KIRBY	Rated Power:	180 hp
Operator:	RONALD W. KIRBY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GEV, 3180 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1615 EDT	Direction from Accident Site:	45°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / 6° C
Precipitation and Obscuration:			
Departure Point:	PINEHURST, NC (SOP)	Type of Flight Plan Filed:	None
Destination:	(5A3)	Type of Clearance:	None
Departure Time:	1456 EDT	Type of Airspace:	Class G

Airport Information

Airport:	BOONE AIRPORT (5A3)	Runway Surface Type:	Asphalt
Airport Elevation:	3120 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	2100 ft / 40 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	B. BEACH SCOTT	Report Date:	04/06/2001
Additional Participating Persons:	BETTY REED; CHARLOTTE, NC		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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