



# National Transportation Safety Board Aviation Accident Data Summary

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

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## Analysis

The pilot landed long on the runway with a tailwind present. The pilot did not performing 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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N43055
<b>Model/Series:</b>	PA-28-181 PA-28-181	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	RONALD W. KIRBY	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-A4M
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GEV, 3180 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , 90°
<b>Temperature:</b>	17° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	PINEHURST, NC (SOP)	<b>Destination:</b>	(5A3)

## Airport Information

<b>Airport:</b>	BOONE AIRPORT (5A3)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	31	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2100 ft / 40 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): B. BEACH SCOTT

Adopted Date: 04/06/2001

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](mailto: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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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.