



National Transportation Safety Board Aviation Accident Data Summary

Location:	SEVEN SPRINGS, PA	Accident Number:	NYC01FA001
Date & Time:	10/01/2000, 1200 EDT	Registration:	N3039Y
Aircraft:	Piper PA-32-300	Injuries:	1 Fatal, 3 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to a witness, the airplane did not appear aligned with the runway as it approached. It touched down on the runway, but did not seem 'steady'. The engine revved and the airplane became airborne again. It then touched down off to the left side of the runway, onto the grass. The engine revved a second time, and the airplane became airborne, as if it was going to takeoff again. However, it did not clear trees off the right side of the runway. About the time of the accident, the wind was reported as calm at two airports within 35 miles of the accident site. Examination of the wreckage did not reveal any pre-impact mechanical malfunctions.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's improper recovery from a bounced landing.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

2. OBJECT - TREE(S)

Pilot Information

Certificate:	Private	Age:	40
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	692 hours (Total, all aircraft), 71 hours (Total, this make and model), 663 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3039Y
Model/Series:	PA-32-300 PA-32-300	Engines:	1 Reciprocating
Operator:	DAYTON PILOTS CLUB	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-540
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LBE, 1185 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	22° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	PARKERSBURG, WV (PKB)	Destination:	(7SP)

Airport Information

Airport:	SEVEN SPRINGS AIRPORT (7SP)	Runway Surface Type:	Asphalt
Runway Used:	28	Runway Surface Condition:	Dry
Runway Length/Width:	3045 ft / 42 ft		

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal, 2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ROBERT J GRETZ	Adopted Date:	05/18/2001
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.