



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SO.CHARLESTON, WV	<b>Accident Number:</b>	ATL84LA239
<b>Date &amp; Time:</b>	08/01/1984, 1800 EDT	<b>Registration:</b>	N8017D
<b>Aircraft:</b>	PIPER PA-22-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE PLT STATED THAT AFTER TOUCHING DOWN, HE WAS UNABLE TO STOP THE ACFT BEFORE RUNNING OFF THE END OF THE PAVED RWY. HE ELECTED TO GO AROUND, BUT FINALLY DECIDED TO MAKE A FULL STOP. A WITNESS REPORTED THAT THE ACFT BOUNCED 3 TIMES DURING THE LEVEL-OFF BEFORE COLLIDING WITH A DIRT BANK. ACCORDING TO THE PLT, THE ENG FLOODED WHEN HE ADDED POWER TO GO AROUND. HOWEVER, NO PRE-ACCIDENT/MECHANICAL FAILURE OR MALFUNCTION WAS EVIDENT.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<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 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/03/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2955 hours (Total, all aircraft), 30 hours (Total, this make and model), 19 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8017D
<b>Model/Series:</b>	PA-22-150 PA-22-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	04/05/1984, Unknown	<b>Certified Max Gross Wt.:</b>	1840 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320
<b>Registered Owner:</b>	WALMAN G. CABBELL	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	WALMAN G. CABBELL	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	CRW, 0 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1952 EDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 5500 ft agl	Visibility	12 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30° C / 21° C
Precipitation and Obscuration:			
Departure Point:	SO.CHARLESTON, WV	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1700 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	MALLORY	Runway Surface Type:	Asphalt
Airport Elevation:	840 ft	Runway Surface Condition:	
Runway Used:	33	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Go Around

## Wreckage and Impact Information

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):	PHILLIP POWELL	Report Date:	
Additional Participating Persons:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).