



National Transportation Safety Board Aviation Accident Factual Report

Location:	Moneta, VA	Accident Number:	NYC02LA128
Date & Time:	07/01/2002, 1200 EDT	Registration:	N5921H
Aircraft:	Piper PA-16	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

On July 1, 2002, about 1200 eastern daylight time, a Piper PA-16, N5921H, was substantially damaged while landing at Smith Mountain Lake Airport (W91), Moneta, Virginia. The certificated private pilot was not injured. Visual meteorological conditions prevailed for the personal flight, which originated at Culpeper Regional Airport (CJR), Culpeper, Virginia. No flight plan had been filed for the flight that was conducted under 14 CFR Part 91.

The pilot stated:

"...Approach to Smith Mountain Lake was normal. On roll-out aircraft started left hand turn and exited hard surface. Regained control, [airplane] pointed about 60 degrees from centerline. Started turn back to runway when right wheel struck a mound of dirt about 16 inches high. Aircraft went over onto it back. Found right hand link from tailwheel to rudder horn missing."

In a follow-up telephone interview, the pilot described the left turn as abrupt, with no indication of a problem prior to the turn.

According to an inspector from the Federal Aviation Administration (FAA), examination of the airplane revealed that the clip which held the tail wheel spring to the tail wheel on the right side of the tail wheel assembly, was missing, and the spring was disconnected. A search of the runway failed to find the clip. The FAA inspector also reported that the vertical stabilizer and rudder were bent. The right wing was bent at the fuselage attach point, and the right wing strut was bent.

Runway 05 was 3,050 feet long, 50 feet wide, and had an asphalt surface.

The closest recorded weather was Roanoke Regional/Woodrum Field Airport (ROA), Roanoke, Virginia, located 23 nautical miles northwest of the accident site. The reported winds at 1154, were variable at 3 knots.

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/24/2001
Occupational Pilot:		Last Flight Review or Equivalent:	11/03/2001
Flight Time:	329 hours (Total, all aircraft), 31 hours (Total, this make and model), 329 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5921H
Model/Series:	PA-16	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	16-542
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	10/13/2001, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	35.8 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2188.7 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	On file	Rated Power:	150 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ROA, 1176 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	1154 EDT	Direction from Accident Site:	313°
Lowest Cloud Condition:	Scattered / 4500 ft agl	Visibility	6 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	29° C / 19° C
Precipitation and Obscuration:			
Departure Point:	Culpeper, VA (CJR)	Type of Flight Plan Filed:	None
Destination:	Moneta, VA (W91)	Type of Clearance:	None
Departure Time:	1030 EDT	Type of Airspace:	Class G

Airport Information

Airport:	Smith Mountain Lake (W91)	Runway Surface Type:	Asphalt
Airport Elevation:	892 ft	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	3058 ft / 50 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.107778, -79.592500

Administrative Information

Investigator In Charge (IIC):	Robert L Hancock
Additional Participating Persons:	John Phelps; Federal Aviation Inspector; Richmond, VA
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/ .