



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Moneta, VA	<b>Accident Number:</b>	NYC02LA128
<b>Date &amp; Time:</b>	07/01/2002, 1200 EDT	<b>Registration:</b>	N5921H
<b>Aircraft:</b>	Piper PA-16	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported that during landing roll, the tailwheel-equipped airplane abruptly veered to the left and departed the runway. The pilot regained directional control after the airplane had swerved about 60 degrees from the runway. In the process of returning to the runway, the right main landing gear struck an earthen berm about 16 inches high, and the airplane nosed over. Examination of the airplane revealed that the tail wheel side spring, between the rudder horn and tailwheel, on the right side of the tail wheel assembly, was disconnected, and the clip which held the spring in place was missing.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of a clip and subsequent loss of the spring on the right side of the tail wheel assembly, for undetermined reasons, which led to a loss of directional control. A factor was the berm.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) LANDING GEAR, TAILWHEEL - DISCONNECTED  
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND  
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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

3. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	65
<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>	329 hours (Total, all aircraft), 31 hours (Total, this make and model), 329 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N5921H
<b>Model/Series:</b>	PA-16	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320
<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>	ROA, 1176 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , Variable
<b>Temperature:</b>	29° C	<b>Visibility</b>	6 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Culpeper, VA (CJR)	<b>Destination:</b>	Moneta, VA (W91)

## Airport Information

<b>Airport:</b>	Smith Mountain Lake (W91)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	5	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3058 ft / 50 ft		

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** Robert L Hancock

**Adopted Date:** 05/01/2003

**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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