



National Transportation Safety Board Aviation Accident Final Report

Location:	Norman, OK	Accident Number:	FTW03LA002
Date & Time:	10/02/2002, 1850 CDT	Registration:	N9623C
Aircraft:	Piper PA-28-161	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The 11-hour student pilot reported that this was his first supervised solo, and that the first two touch-and-go landing were "normal." On his third approach to a full-stop landing to runway 17, airspeed was approximately 62 knots and the visual approach slope indicator indicated the airplane was too low. The pilot increased power to get back on his approach path, but passing the numbers for runway 17 he noticed he was about 20 feet high and the nose of the airplane seemed a little high. After the pilot lowered the nose the airplane touched down hard and began skidding to the left. The pilot attempted to regain control of the airplane, but overcorrected by intermittently applying brakes. The airplane traveled off the runway at approximately a 90 degree angle, coming to rest in an upright position in a culvert.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control. A factor was the inadequate flare.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. (F) FLARE - INADEQUATE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DITCH

Factual Information

On October 2, 2002, approximately 1850 central daylight time, a Piper PA-28-161 single-engine airplane, N9623C, was substantially damaged following a loss of directional control while landing at the University of Oklahoma Westheimer Airport, Norman, Oklahoma. The airplane was owned and operated by the University of Oklahoma. The student pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the 14 Code of Federal Regulations Part 91 instructional flight. The local flight originated from the Westheimer Airport, at 1840.

According to the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) the 11-hour student pilot reported that this was his first supervised solo flight, and that his first two touch-and-go landings were "normal." The student pilot stated that on his third approach to runway 17, the airspeed was approximately 62 knots, and the visual approach slope indicator (VASI) was indicating that the airplane was too low. "To gain altitude I increased power, which put me back on path." The pilot reported that after passing the numbers on runway 17 he was about 20 feet high and noticed that the nose of the airplane seemed a little high. He then pitched the nose down to keep from "floating." After touching down "hard" the airplane began skidding to the left. The pilot stated that he attempted to regain directional control of the airplane with the rudder pedals, but "apparently overcorrected." The pilot reported that he was intermittently applying brakes, but was already off the runway moving toward a culvert. The pilot further stated that he continued to try to gain directional control of the airplane, but was never able to fully recover control. After coming to rest upright in a shallow culvert, the pilot placed the mixture control to idle-cutoff and exited the airplane.

Maintenance personnel who worked for the University reported that the left wing and left main landing gear were damaged, both propeller blades were bent, and the lower part of the firewall sustained structural damage.

At 1854, the University of Oklahoma Automatic Weather Observing System reported sky clear, visibility 10 statute miles, wind 140 degrees at 9 knots, temperature 84 degrees F, dew point 72 degrees F, and an altimeter of 29.92 inches of Mercury.

Student Pilot Information

Certificate:	Student	Age:	35, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/07/2002
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	11 hours (Total, all aircraft), 11 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9623C
Model/Series:	PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-7816505
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	09/23/2002, 100 Hour	Certified Max Gross Wt.:	2315 lbs
Time Since Last Inspection:	34.7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4869.8 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-D3G
Registered Owner:	UNIVERSITY OF OKLAHOMA	Rated Power:	160 hp
Operator:	UNIVERSITY OF OKLAHOMA	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	GD8S

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OUN, 1182 ft msl	Distance from Accident Site:	
Observation Time:	2354 CDT	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.91 inches Hg	Temperature/Dew Point:	28° C / 22° C
Precipitation and Obscuration:			
Departure Point:	Norman, OK (OUN)	Type of Flight Plan Filed:	None
Destination:	Norman, OK	Type of Clearance:	Unknown
Departure Time:	1840 CDT	Type of Airspace:	Class D

Airport Information

Airport:	Univ. of Oklahoma Westheimer (OUN)	Runway Surface Type:	Asphalt
Airport Elevation:	1182 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	Unknown
Runway Length/Width:	5200 ft / 1585 ft	VFR Approach/Landing:	Unknown

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:	35.245556, -97.472222

Administrative Information

Investigator In Charge (IIC):	Thomas M Little	Report Date:	04/01/2003
Additional Participating Persons:	Don M Cook; Federal Aviation Administration; Oklahoma City, OK		
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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).