



National Transportation Safety Board Aviation Accident Final Report

Location:	Edgartown, MA	Accident Number:	NYC03LA003
Date & Time:	10/01/2002, 1050 EDT	Registration:	N8071Z
Aircraft:	Piper PA-28-181	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Arriving in the airport area, the pilot determined that the wind was favoring runway 06. While on approach to runway 06, severe turbulence and a wind shift was encountered. After crossing the threshold of the runway, the airplane appeared to be landing with a tailwind, and the pilot initiated a go-around. During the go-around, as the pilot pulled back on the control yoke, the airplane continued to descend towards the ground. The airplane struck a tree, touched down in a grass field located beyond the departure end of the runway, and came to rest upright. The recorded weather at a nearby airport, about the time of the accident, included winds from 250 degrees at 16 knots, gusting to 21 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate in-flight evaluation of the landing facilities wind conditions, and inadequate airspeed resulting in a stall/mush. A factor related to the accident was the tailwind condition.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) WEATHER CONDITION - TAILWIND
 2. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 3. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. OBJECT - TREE(S)
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation:

Factual Information

On October 1, 2002, about 1050 eastern daylight time, a Piper PA-28-181, N8071Z, was substantially damaged during a go-around from the Katama Airport, Edgartown, Massachusetts. The certificated commercial pilot and passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight conducted under 14 CFR Part 91.

According to the pilot, upon arriving in the airport area, he determined that the wind was favoring runway 06; a 2,700-foot long, 50-foot wide, turf runway. While on approach to runway 06, severe turbulence and a wind shift was encountered. After crossing the threshold of the runway, the airplane appeared to be landing with a tailwind, and the pilot initiated a go-around. During the go-around, as the pilot pulled back on the control yoke, the airplane continued to descend toward the ground. The airplane struck a tree, touched down in a grass field located beyond the departure end of the runway, and came to rest upright.

The pilot additionally reported he did not experience any difficulties with the engine or airframe during the flight.

Examination of the wreckage by a Federal Aviation Administration inspector revealed substantial damage to the lower empennage section of the airplane. The examination did not reveal any mechanical anomalies with the engine or airframe.

The recorded weather at a nearby airport, at 1053, included winds from 250 degrees at 16 knots, gusting to 21 knots. The recorded winds at 0953 were from 260 degrees at 12 knots, gusting to 19 knots.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	62, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/05/2001
Occupational Pilot:		Last Flight Review or Equivalent:	08/28/2002
Flight Time:	2482 hours (Total, all aircraft), 2189 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8071Z
Model/Series:	PA-28-181	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-8290087
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	03/02/2002, Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	75 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2553 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	Daniel Scanlon	Rated Power:	181 hp
Operator:	Daniel Scanlon	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MVY, 16 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	1053 EDT	Direction from Accident Site:	350°
Lowest Cloud Condition:	Few / 1900 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots / 21 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	21°C / 17°C
Precipitation and Obscuration:			
Departure Point:	Providence, RI (PVD)	Type of Flight Plan Filed:	None
Destination:	Edgartown, MA (1B2)	Type of Clearance:	None
Departure Time:	1330 EDT	Type of Airspace:	Class G

Airport Information

Airport:	Katama Airport (1B2)	Runway Surface Type:	Grass/turf
Airport Elevation:	18 ft	Runway Surface Condition:	Dry
Runway Used:	06	IFR Approach:	None
Runway Length/Width:	2700 ft / 50 ft	VFR Approach/Landing:	Go Around; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.358333, -70.524444

Administrative Information

Investigator In Charge (IIC):	Stephen M Demko	Report Date:	03/02/2004
Additional Participating Persons:	Dale Krum; FAA; Bedford, MA		
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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