



National Transportation Safety Board Aviation Accident Data Summary

Location:	Edgartown, MA	Accident Number:	NYC03LA003
Date & Time:	10/01/2002, 1050 EDT	Registration:	N8071Z
Aircraft:	Piper PA-28-181	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

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

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation:

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	62
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
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	Engines:	1 Reciprocating
Operator:	Daniel Scanlon	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MVY, 16 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	16 knots / 21 knots, 250°
Temperature:	21°C	Visibility:	10 Miles
Precipitation and Obscuration:			
Departure Point:	Providence, RI (PVD)	Destination:	Edgartown, MA (1B2)

Airport Information

Airport:	Katama Airport (1B2)	Runway Surface Type:	Grass/turf
Runway Used:	06	Runway Surface Condition:	Dry
Runway Length/Width:	2700 ft / 50 ft		

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
Latitude, Longitude:	41.358333, -70.524444		

Administrative Information

Investigator In Charge (IIC): Stephen M Demko

Adopted Date: 03/02/2004

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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