



National Transportation Safety Board Aviation Accident Factual Report

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| Location: | Prosser, WA | Accident Number: | SEA03LA035 |
| Date & Time: | 02/01/2003, 1430 PST | Registration: | N75392 |
| Aircraft: | Piper PA-28-140 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |

Flight Conducted Under: Part 91: General Aviation - Instructional

On February 1, 2003, about 1430 Pacific standard time, a Piper PA-28-140, N75392, sustained substantial damage when the airplane departed the runway edge and encountered rough terrain during landing at the Prosser Municipal Airport, Prosser, Washington. The student pilot, the sole occupant of the airplane, was not injured. The airplane is owned by Noland Decoto Flying Service of Yakima, Washington, and was being operated as a visual flight rules (VFR) instructional flight under the provisions of Title 14, CFR Part 91, when the accident occurred. Visual meteorological conditions prevailed and a flight plan had been filed. The round-robin cross-country flight originated from Yakima, with intermediate stops in Walla Walla, Washington, and Prosser.

During a telephone conversation with the National Transportation Safety Board on February 4, and subsequent written report dated February 6, the student pilot reported that his descent to the airport and approach to runway 25 was normal with the exception of a minor crosswind correction for winds blowing from the north. The pilot reported that when the airplane touched down it momentarily ballooned and drifted to the left (south). He stated that he held the airplane "steady" and when the airplane touched down a second time, it touched down on the runway edge with the left wheel off the runway. The airplane turned sharply to the south and exited the runway. After exiting the runway the airplane traveled across rough uneven terrain and an adjacent taxiway, eventually coming to rest south of the intended runway.

No mechanical difficulties or malfunctions were reported.

Student Pilot Information

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| Certificate: | Student | Age: | 27, Male |
| Airplane Rating(s): | Single-engine Land | 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 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 03/11/2002 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 50 hours (Total, all aircraft), 14 hours (Total, this make and model), 7 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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| Aircraft Make: | Piper | Registration: | N75392 |
| Model/Series: | PA-28-140 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 287625217 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | 10/31/2002, Annual | Certified Max Gross Wt.: | 2150 lbs |
| Time Since Last Inspection: | 36 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 6868 Hours as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | O-320 |
| Registered Owner: | Noland Decoto Flying Service | Rated Power: | 140 hp |
| Operator: | Noland Decoto Flying Service | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 310° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 7° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | WALLA WALLA, WA (ALW) | Type of Flight Plan Filed: | VFR |
| Destination: | PROSSER, WA (S40) | Type of Clearance: | None |
| Departure Time: | 1345 PST | Type of Airspace: | Class G |

Airport Information

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|----------------------|-----------------|---------------------------|-----------------|
| Airport: | PROSSER (S40) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 694 ft | Runway Surface Condition: | Dry |
| Runway Used: | 25 | IFR Approach: | None |
| Runway Length/Width: | 3440 ft / 60 ft | VFR Approach/Landing: | Traffic Pattern |

Wreckage and Impact Information

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|---------------------|--------|----------------------|------------------------|
| 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: | 46.212222, -119.792778 |

Administrative Information

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| Investigator In Charge (IIC): | Dennis J Hogenson |
| Additional Participating Persons: | Donnie Ware; FAA-FSDO; Spokane, WA |
| 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/ . |