



National Transportation Safety Board Aviation Incident Final Report

Location:	Clayton, GA	Incident Number:	ATL04IA002
Date & Time:	10/02/2003, 1530 EDT	Registration:	N2831D
Aircraft:	North American T6G	Aircraft Damage:	Minor
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

According to the pilot during the approach to land the airplane touched down about 500 feet down runway 23 on the centerline. As the tail lost lift and the tail wheel made contact with the runway, the airplane veered left of the centerline. At 1900 feet, the airplane crossed from the south side of the runway over the centerline to the north side of the runway. The airplane veered again to the left and departed the runway on the south side about 2,000 feet from the approach end. The airplane came to rest perpendicular to the runway 2,144 feet from the approach end. Examination of the accident on-scene found that the airplane departed the runway edge and proceeded down a fifteen-foot embankment and made contact with several large rocks, separating both main landing gear. The airplane continued to rotate counter clockwise about 45-degrees and came to rest near trees. Winds at the time of the accident were 100-degrees gusting to 15 knots. Examination of the auto-locking feature for the tail-wheel found that the mechanism operated properly. Tail wheel skid marks on the runway were clearly visible throughout the length of the loss-of-control sequence. Tail wheel scuff marks were in line with the main landing gear and exhibited side-load scuffing consistent with the tail wheel being in the forward, locked position. The scuffing was not consistent with a cocked tail wheel. In addition, no evidence was identified indicating tail wheel tire sidewall or tread damage consistent with a cocked tail wheel. No mechanical problem with the airplane was reported by the pilot.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: The pilot's inadequate compensation for wind conditions that resulted in his failure to maintain directional control during landing roll. A factor was gusting tailwinds.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - GUSTS
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. (F) WEATHER CONDITION - TAILWIND
 4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Factual Information

On October 2, 2003 at 1530 eastern daylight time, a North American T6G, N2831D, registered to Bowlin & Associates Inc, and operated by the commercial pilot, ran off the side of runway 23 and into an embankment at the Heavens Landing private airstrip in Clayton, Georgia. The personal flight was operated under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed and no flight plan was filed. The pilot received minor injuries, and the passenger was not injured. The airplane sustained minor damage. The flight originated from a private airstrip in Griffin, Georgia, at 1430.

According to the pilot, he elected to land on runway 23 with a slight tail wind. He said the winds were light and variable with occasional gusts. The runway was a newly constructed concrete surface, which measured 5,000 feet by 50 feet. The south side of the runway drops off approximately 20 feet from the runway edge into a 15-foot deep embankment. The pilot stated that the airplane touched down about 500 feet down runway 23 on the centerline. As the tail lost lift and the tail wheel made contact with the runway, the airplane veered left off the centerline. At 1900 feet, the airplane crossed from the south side of the runway over the centerline to the north side of the runway. The airplane veered again to the left and departed the runway on the south side about 2,000 feet from the approach end. The airplane came to rest perpendicular to the runway 2,144 feet from the approach end. Winds at the time of the accident were 100-degrees gusting to 15 knots.

Examination of the accident on-scene found that the airplane collided with an embankment and several large rocks. The examination also revealed that both main landing gear were separated from the airframe. Examination of the auto-locking feature for the tail-wheel found that the mechanism operated properly. Tail wheel skid marks on the runway were clearly visible throughout the length of the loss-of-control sequence. Tail wheel scuff marks were in line with the main landing gear and exhibited side-load scuffing consistent with the tail wheel being in the locked position. The scuffing was not consistent with a cocked tail wheel. In addition, no evidence was identified indicating tail wheel tire sidewall or tread damage consistent with a cocked tail wheel. No mechanical problem with the airplane was reported by the pilot.

This narrative was modified on August 9, 2007.

Pilot Information

Certificate:	Commercial	Age:	80, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/07/2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1800 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	North American	Registration:	N2831D
Model/Series:	T6G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	53-4577
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	R1430
Registered Owner:	Bowlin & Associates Inc.	Rated Power:	600 hp
Operator:	Charles E. Yeager	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MCN, 354 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	1853 EDT	Direction from Accident Site:	320°
Lowest Cloud Condition:	Scattered / 4600 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	24° C / 10° C
Precipitation and Obscuration:			
Departure Point:	Griffin, GA (GA62)	Type of Flight Plan Filed:	None
Destination:	Clayton, GA (PVT)	Type of Clearance:	None
Departure Time:	1430 EDT	Type of Airspace:	Class G

Airport Information

Airport:	Heaven's Landing Airport (PVT)	Runway Surface Type:	Concrete
Airport Elevation:	1650 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	5000 ft / 50 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.832778, -83.409444

Administrative Information

Investigator In Charge (IIC):	Butch Wilson	Report Date:	08/09/2007
Additional Participating Persons:	Dave W Shifflett; Atlanta FSDO; College Park, GA		
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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