



# National Transportation Safety Board Aviation Incident Data Summary

<b>Location:</b>	Clayton, GA	<b>Incident Number:</b>	ATL04IA002
<b>Date &amp; Time:</b>	10/02/2003, 1530 EDT	<b>Registration:</b>	N2831D
<b>Aircraft:</b>	North American T6G	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

#### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	80
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1800 hours (Total, all aircraft)		

#### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	North American	<b>Registration:</b>	N2831D
<b>Model/Series:</b>	T6G	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Charles E. Yeager	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	R1430
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

#### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MCN, 354 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	11 knots / 15 knots, 100°
<b>Temperature:</b>	24° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Griffin, GA (GA62)	<b>Destination:</b>	Clayton, GA (PVT)

#### Airport Information

<b>Airport:</b>	Heaven's Landing Airport (PVT)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	23	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5000 ft / 50 ft		

#### Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** Butch Wilson

**Adopted Date:** 08/09/2007

**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](mailto: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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