



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Quantico, VA	<b>Accident Number:</b>	NYC04LA025
<b>Date &amp; Time:</b>	11/01/2003, 1415 EST	<b>Registration:</b>	N41977
<b>Aircraft:</b>	Piper PA-28-151	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot touched down on runway 02, which was 4,279 feet long, 200 feet wide, with an asphalt surface, about 500 feet beyond the approach end of the runway. As he applied the brakes, the right brake "seemed to pull harder than the left," and he immediately released the brake pressure. The pilot applied left rudder to compensate for the situation, and the airplane began to "fishtail" down the runway. The airplane traveled off the right side of the runway, and impacted a concrete block, shearing off the right landing gear and damaging the right wing. Examination of the airplane revealed no pre-impact mechanical deficiencies with the airplane, and no skid marks were observed on the runway. The winds were reported to be from 190 degrees at 6 knots. The pilot reported 89 hours of total flight experience, 5 of which were in make and model.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during landing. A factor was the tail wind.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - TAILWIND
  2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

3. OBJECT - WALL/BARRICADE

## Factual Information

On November 1, 2003, at 1415 eastern standard time, a Piper PA-28-151, N41977, was substantially damaged while landing at the Quantico Marine Corps Airfield/Turner Field (NYG), Quantico, Virginia. The certificated private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the flight which originated at the Middle Peninsula Regional Airport (FYJ), West Point, Virginia. The personal flight was conducted under 14 CFR Part 91.

According to the pilot, he touched down on runway 02, about 500 feet beyond the approach end of the runway. As he applied the brakes, the right brake "seemed to pull harder than the left," and he immediately released the brake pressure. The pilot applied left rudder to compensate for the situation, and the airplane began to "fishtail" down the runway. The airplane traveled off the right side of the runway, and impacted a concrete block, shearing off the right landing gear and damaging the right wing.

The airplane was examined by a Federal Aviation Administration (FAA) inspector and substantial damage was noted to the right wing spar. The inspector was unable to examine the right brake, due to the extensive impact damage to the right landing gear. However, according to the inspector, no skid marks were observed on the runway. Runway 02 was 4,279 feet long, 200 feet wide, with an asphalt surface.

The pilot reported 89 hours of total flight experience, 5 of which were in make and model.

Weather reported at the time of the accident included a few clouds at 20,000 feet, 7 miles visibility, and wind from 190 degrees at 6 knots.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/07/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	08/06/2003
<b>Flight Time:</b>	89 hours (Total, all aircraft), 7 hours (Total, this make and model), 23 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N41977
Model/Series:	PA-28-151	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-7415375
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/15/2003, Annual	Certified Max Gross Wt.:	2325 lbs
Time Since Last Inspection:	22 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3079 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	David Burnett	Rated Power:	150 hp
Operator:	Quantico Flying Club	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	NYG, 11 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1415 EST	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 20000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.19 inches Hg	Temperature/Dew Point:	21°C / 15°C
Precipitation and Obscuration:			
Departure Point:	West Point, VA (FYJ)	Type of Flight Plan Filed:	None
Destination:	Quantico, VA (NYG)	Type of Clearance:	VFR
Departure Time:	1245 EST	Type of Airspace:	Class D

## Airport Information

Airport:	Quantico Marine/Turner Field (NYG)	Runway Surface Type:	Asphalt
Airport Elevation:	11 ft	Runway Surface Condition:	Dry
Runway Used:	2	IFR Approach:	None
Runway Length/Width:	4279 ft / 200 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.501667, -77.305278

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Jill M Andrews	<b>Report Date:</b>	10/28/2004
<b>Additional Participating Persons:</b>	Ramon Smeltz; FAA/FSDO; Dulles, VA		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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