



National Transportation Safety Board Aviation Accident Factual Report

Location:	Dunsmuir, CA	Accident Number:	LAX04CA236
Date & Time:	06/02/2004, 1300 PDT	Registration:	N39678
Aircraft:	Piper PA-28-181	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

On June 2, 2004, at 1300 Pacific daylight time, a Piper PA-28-181, N39678, overran runway 32 and collided with a berm during landing at the Dunsmuir Municipal - Mott Airport, Dunsmuir, California. The pilot/owner was operating the airplane as a personal flight under the provisions of 14 CFR Part 91. The private pilot, the sole occupant, was not injured; the airplane sustained substantial damage. Visual meteorological conditions prevailed and a visual flight rules (VFR) flight plan had been filed for the cross-country flight that originated from Novato, California, at 1120. The flight was destined for Weed, California.

According to the pilot's written statement, she terminated her VFR flight plan after passing Redding's very high frequency omni-directional range (VOR) navigation system. When she cancelled her flight plan, she was informed that she was about 30 miles south of her destination airport (Weed is approximately 58 miles north-northwest of the Redding VOR). As the pilot proceeded along her route, she noticed an airport with the runway numbers 32/14, which happened to be the same runway numbers for Weed.

The pilot overflew the airport, and thought that it was her planned destination airport. She landed the airplane, but could not stop the airplane prior to the departure end. The airplane departed the runway, overran a ditch, and impacted a small hill, where it came to rest. The airplane sustained structural damage to the fuselage and landing gear system. The pilot reported that there were no anomalies with the airplane and its engine prior to the accident.

Review of the Klamath Falls sectional aeronautical chart revealed that Dunsmuir's airport was 15 miles southeast of Weed's airport. Dunsmuir's airport elevation is 3,258 feet mean sea level (msl), and Weed's airport elevation is 2,938 feet msl. To the north of Dunsmuir (by 9 miles), and to the east of Weed (by 12 miles), stands Mt. Shasta at 14,162 feet msl. Runway 32/14 at Dunsmuir is 2,700 feet long and 60 feet wide. Runway 32/14 at Weed is 5,000 feet long and 60 feet wide. The pilot reported that the visibility was 10+ miles and the sky was clear.

Photographs taken at the accident site revealed that the flaps were in the retracted position. Review of the PA-28-181 pilot operating handbook's (POH) landing distance performance chart revealed that the airplane's landing distance (at maximum gross weight with full flaps

extended, and the atmospheric conditions experienced by the pilot) should have been no more than 1,100 feet.

Pilot Information

Certificate:	Private	Age:	66, 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--w/ waivers/lim.	Last FAA Medical Exam:	08/14/2003
Occupational Pilot:		Last Flight Review or Equivalent:	04/12/2004
Flight Time:	327 hours (Total, all aircraft), 327 hours (Total, this make and model), 194 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N39678
Model/Series:	PA-28-181	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-7990003
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	02/20/2004, Annual	Certified Max Gross Wt.:	1570 lbs
Time Since Last Inspection:	10.6 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A414
Registered Owner:	Barbara C. Powell	Rated Power:	180 hp
Operator:	Barbara C. Powell	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

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	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:	Novato, CA (DVO)	Type of Flight Plan Filed:	VFR
Destination:	Weed, CA (O46)	Type of Clearance:	None
Departure Time:	1120 PDT	Type of Airspace:	Class G

Airport Information

Airport:	Dunsmuir Municipal - Mott (106)	Runway Surface Type:	Asphalt
Airport Elevation:	3258 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	2700 ft / 60 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

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:	41.263056, -122.271944

Administrative Information

Investigator In Charge (IIC):	Nicole L Charnon
Additional Participating Persons:	Elie Nasr; Federal Aviation Administration; Sacramento, CA
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
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/ .