



National Transportation Safety Board Aviation Accident Final 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		

Analysis

The pilot landed, overran the 2,700-foot runway, and impacted a berm off the departure end of the runway. The pilot was conducting a cross-country flight and mistook the accident airport for her destination airport, which is nearby and has a 5,000 foot-long runway. She landed and could not stop the airplane prior to the runway's termination. Review of the airplane's landing performance chart revealed that if the pilot landed the airplane at maximum gross weight with full flaps extended, it should have stopped at the 1,100-foot mark. The pilot landed with the flaps retracted. The pilot reported that there were no anomalies with the airplane or engine.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's misjudgment of speed and distance, which resulted in an overrun of the runway. The pilot's failure to use flaps and his landing at an airport with a runway shorter than he expected is a contributing factor.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
2. (F) LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
3. (F) LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

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	Report Date:	09/29/2004
Additional Participating Persons:	Elie Nasr; Federal Aviation Administration; Sacramento, CA		
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).