



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Tecumseh, MI	<b>Accident Number:</b>	CEN16LA029
<b>Date &amp; Time:</b>	11/03/2015, 1430 EST	<b>Registration:</b>	N9029Y
<b>Aircraft:</b>	PIPER PA 18-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The airline transport pilot reported that he made a normal wheel (two-point) landing; however, as the airplane traversed the airport's crossing runway, the airplane bounced into the air near midfield. He increased engine power after the bounce and subsequently made a full-stall (three-point) landing on the remaining runway. The airplane immediately veered left after the tailwheel contacted the runway. The airplane subsequently departed the left side of the runway into a grass field. The pilot reported that he was able to regain directional control and reestablish a ground track that was parallel to the runway before he attempted to abort the landing and take off from the grass field. Although he was able to get the airplane airborne, the pilot was unable to clear trees located along an airport perimeter road.

The pilot reported that there were no mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation. Additionally, a postaccident airplane examination did not reveal any anomalies with the airplane's flight controls, brake system, or tailwheel assembly that would have prevented normal operation. The pilot reported that the accident likely could have been prevented if he had attempted to stop the airplane in the grass field instead of trying to abort the landing.

## 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 the landing and his subsequent improper decision to attempt an aborted landing after the airplane had departed the runway.

## Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause) Decision making/judgment - Pilot (Cause)

## Factual Information

On November 3, 2015, about 1442 eastern standard time, a Piper model PA-18-150 single-engine airplane, N9029Y, was substantially damaged when it collided with trees during an aborted landing at Meyers-Diver's Airport (3TE), Tecumseh, Michigan. The airline transport pilot and his passenger were not injured. The airplane was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 without a flight plan. Day visual meteorological conditions prevailed for the personal flight that had departed 3TE about 1320.

The pilot reported that the accident occurred as he was landing on runway 27 (1,820 feet by 100 feet, grass/turf). He reported that he made a normal wheel (two-point) landing; however, as the airplane traversed over the crossing runway 18/36 (asphalt), the airplane bounced back into the air near midfield. He increased engine power after the bounce and subsequently made a full-stall (three-point) landing on the remaining runway. The pilot reported that the airplane immediately veered to the left after the tailwheel made contact with the runway. The airplane subsequently departed the left side of the runway into a grass field. The pilot reported that he was able to regain directional control and reestablish a ground track that was parallel to the runway before he attempted an aborted landing from the grass field. Although he was able to get the airplane airborne, the pilot was unable to clear trees that were located along an airport perimeter road. The airplane sustained substantial damage to the wings and fuselage during the collision with the trees. The pilot reported that there were no mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation. Additionally, the pilot reported that the accident likely could have been prevented had he attempted to stop the airplane while in the grass field instead of trying to abort the landing.

A postaccident airplane examination, completed by a Federal Aviation Administration (FAA) Airworthiness Inspector, did not reveal any anomalies with the airplane's flight controls, brake system, or tail wheel assembly that would have prevented normal operation.

At 1453, the automated surface observing system at the Lenawee County Airport (ADG), located about 11 miles south-southwest of the accident site, reported: wind 180 degrees at 7 knots, surface visibility 10 statute miles, clear sky, temperature 23 degrees Celsius, dew point 7 degrees Celsius, and an altimeter setting of 30.15 inches of mercury.

## History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Collision during takeoff/land

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Engineer	<b>Age:</b>	84, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 None	<b>Last Medical Exam:</b>	07/23/2013
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	05/22/2014
<b>Flight Time:</b>	44020 hours (Total, all aircraft), 2840 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	PIPER	<b>Registration:</b>	N9029Y
<b>Model/Series:</b>	PA 18-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1970	<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	18-8905
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	08/20/2015, Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2840 Hours	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	On file	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	ADG, 798 ft msl	<b>Observation Time:</b>	1453 EST
<b>Distance from Accident Site:</b>	11 Nautical Miles	<b>Condition of Light:</b>	Day
<b>Direction from Accident Site:</b>	213°	<b>Conditions at Accident Site:</b>	Visual Conditions
<b>Lowest Cloud Condition:</b>	Clear	<b>Temperature/Dew Point:</b>	23°C / 7°C
<b>Lowest Ceiling:</b>	None	<b>Visibility</b>	10 Miles
<b>Wind Speed/Gusts, Direction:</b>	7 knots, 180°	<b>Visibility (RVR):</b>	
<b>Altimeter Setting:</b>	30.15 inches Hg	<b>Visibility (RVV):</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Tecumseh, MI (3TE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Tecumseh, MI (3TE)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	1320 EST	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Meyers-Diver's Airport (3TE)	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	815 ft	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1820 ft / 100 ft	<b>VFR Approach/Landing:</b>	Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Andrew T Fox	<b>Adopted Date:</b>	10/03/2016
<b>Additional Participating Persons:</b>	Wesley P Shartle; Federal Aviation Administration East Michigan FSDO; Belleville, MI		
<b>Publish Date:</b>	10/03/2016		
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92282">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92282</a>		

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