



National Transportation Safety Board Aviation Accident Data Summary

Location:	Tecumseh, MI	Accident Number:	CEN16LA029
Date & Time:	11/03/2015, 1430 EST	Registration:	N9029Y
Aircraft:	PIPER PA 18-150	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

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.

Flight Events

Landing-landing roll - Loss of control on ground

Landing-aborted after touchdown - Collision during takeoff/land

Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C

Pilot Information

Certificate:	Airline Transport; Flight Engineer	Age:	84
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	44020 hours (Total, all aircraft), 2840 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N9029Y
Model/Series:	PA 18-150	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320-A2B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	ADG, 798 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	7 knots, 180°
Temperature:	23°C / 7°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tecumseh, MI (3TE)	Destination:	Tecumseh, MI (3TE)

Airport Information

Airport:	Meyers-Diver's Airport (3TE)	Runway Surface Type:	Grass/turf
Runway Used:	27	Runway Surface Condition:	Dry
Runway Length/Width:	1820 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Andrew T Fox	Adopted Date:	10/03/2016
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92282		

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.

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