



# Aviation Investigation Factual Report

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<b>Location:</b>	Lakeland, Florida	<b>Accident Number:</b>	MIA04LA074
<b>Date &amp; Time:</b>	April 18, 2004, 08:11 Local	<b>Registration:</b>	N333ZZ
<b>Aircraft:</b>	Terry E. Morris Glasair III	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Factual Information

On April 18, 2004, about 0811 eastern daylight time, a homebuilt Glasair III, N333ZZ, registered to a private individual, nosed over during the landing roll at the Lakeland Linder Regional Airport (KLAL), Lakeland, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 personal flight from the Fort Lauderdale Executive Airport, Fort Lauderdale, Florida, to the Lakeland Linder Regional Airport, Lakeland, Florida. The airplane was substantially damaged and the commercial-rated pilot was not injured, while one passenger sustained minor injuries. The flight originated about 0725, from the Fort Lauderdale Executive Airport.

The pilot stated that the night before departing, he downloaded the NOTAM for arrival and departure procedures at Lakeland during Sun 'n Fun. The flight departed and before arrival to KLAL, he and his pilot-rated passenger monitored the KLAL Automated Terminal Information Service (ATIS) which was broadcasting information "A." He recalled ATIS information "A" indicated landings would be performed on runway 09, but he couldn't recall left or right designator. He heard on the frequency a controller advise for a "white low wing" airplane to turn base two times. He was not sure the controller was referring to his airplane due to the fact that he could not slow down to landing speed on a short base to final from his position, and he "surmised" the controller was not referring to his airplane. He continued on the downwind leg thinking he was going to land on runway 09 (9R), turned base, then while on final approach to runway 9R, he noted activity at the middle of the field and noted airplanes departing from that runway. He later reported that was not unusual during Sun 'n Fun.

While on final approach to runway 9R at 200 feet mean sea level with a descent rate established, the controller advised him, "white low wing do not land on runway 9R sidestep over to the skinny runway to the left." He added almost full power to arrest the sink rate but in doing so, the angle of attack reached the critical angle almost immediately and he could no longer see the landing site in front of him. He maneuvered the airplane to the taxiway (9L), and touched down 5 feet too far to the right straddling a row of taxiway lights. The airplane continued on the ground and the nose landing gear hit one of the taxiway lights causing the nose landing gear wheel to separate. The airplane then nosed over. He and his passenger were trapped until they were rescued from the airplane. He further reported that he should have gone around, and there was no problems with the airplane or engine. He also reported that he first flew into Sun 'n Fun, in 2003, and had landed a total of six times. In all those occasions, he landed on runway 9R, and he expected to land on that runway during the accident flight.

Examination of the taxiway revealed rubber transfer within 24 inches from the south edge of the taxiway, approximately 650 feet past the intersection of that taxiway and taxiway designated "A4." Two other marks were noted in grass south of the taxiway edge associated

with the mark made on the taxiway surface. The mark on the taxiway surface continues then travels off the surface onto grass. Three distinct marks on the grass were then noted; the mark from the middle of the two marks contacted a taxiway light concrete pad, and a heavy gouge and segments of shattered propeller blades were noted on the ground 80 feet past the taxiway light concrete pad. The airplane came to rest inverted on grass adjacent to the south edge of the taxiway, approximately 570 feet past the point of contact on the taxiway surface made by the left main landing gear.

At the time of the accident, runway 9R was being used for departing aircraft only, and the taxiway (9L) was being used for landing traffic only. The automated terminal information service (ATIS) indicated close base for the taxiway (9L) and runway 9R, and the taxiway (9L), was 75 feet wide.

Review of the voice tape of communications from the air traffic control tower revealed that the accident airplane was described as "low wing", but no color was mentioned. The "low wing" airplane was advised three times to turn base to land on the "skinny runway", designated 9L. The pilot was advised to maneuver the airplane to land on the taxiway (runway 9L).

Review of the Notice to Airman (NOTAM) in effect for Sun 'n Fun revealed, "DO NOT land on the main, wide, Runway 9R/27 unless specifically instructed by the Control Tower."

## Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	February 5, 2004
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	March 28, 2004
<b>Flight Time:</b>	1239 hours (Total, all aircraft), 113 hours (Total, this make and model), 1062 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Information

<b>Certificate:</b>	Private	<b>Age:</b>	45,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 5, 2004
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	300 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Terry E. Morris	<b>Registration:</b>	N333ZZ
<b>Model/Series:</b>	Glasair III	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	3173
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	March 9, 2002 Condition	<b>Certified Max Gross Wt.:</b>	3200 lbs
<b>Time Since Last Inspection:</b>	112.2 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	112.2 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-720-A1B
<b>Registered Owner:</b>	Terry E. Morris	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KLAL,142 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	08:15 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/ None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.38 inches Hg	<b>Temperature/Dew Point:</b>	17°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Fort Lauderdale, FL (KFYE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lakeland, FL (KLAL)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:25 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Lakeland Linder Regional KLAL	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	142 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	9L	<b>IFR Approach:</b>	Unknown
<b>Runway Length/Width:</b>	75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	27.990278,-82.019165

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Monville, Timothy
<b>Additional Participating Persons:</b>	Michael D Curtiss; FAA Flight Standards District Office; Orlando, FL
<b>Report Date:</b>	May 19, 2004
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=59089">https://data.nts.gov/Docket?ProjectID=59089</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).