



# Aviation Investigation Final Report

<b>Location:</b>	FRANKLIN, Virginia	<b>Accident Number:</b>	NYC94LA091
<b>Date &amp; Time:</b>	May 23, 1994, 12:30 Local	<b>Registration:</b>	N5234G
<b>Aircraft:</b>	CESSNA 305A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE APPROACH FOR LANDING ON THE GRASS AIRSTRIP WAS NORMAL. THE PILOT STATED: 'AT TOUCHDOWN...[I] FELT [A] WOBBLE ON THE RIGHT SIDE....[THE] AIRCRAFT SETTLED AND VEEED TO THE RIGHT, CONSISTENT WITH A BLOWN TIRE.' THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. THE RIGHT LANDING GEAR IMPACTED SOFT TERRAIN AND SPUN THE AIRPLANE AROUND. AN FAA INSPECTOR FOUND THE RIGHT MAIN TIRE TUBE VALVE STEM SHEARED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF AIRPLANE DIRECTIONAL CONTROL DURING LANDING AS A RESULT OF A TIRE FAILURE, AND THE SUBSEQUENT COLLISION WITH SOFT TERRAIN.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings  
1. (C) LANDING GEAR,TIRE - FAILURE,TOTAL  
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

Findings

2. (F) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (C) TERRAIN CONDITION - SOFT

## Factual Information

On Monday, May 23, 1994, at 1230 eastern daylight time, a Cessna 305A, N5234G, registered to and piloted by George S. Parker, sustained substantial damage during a landing at the Grasso Airpark, Franklin, Virginia. The pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight was being conducted under 14 CFR Part 91.

During the landing on the grass runway, the pilot was unable to maintain directional control after touchdown, and the airplane veered to the right and impacted soft terrain. The fuselage was twisted during this collision.

The pilot stated:

At touchdown [the] aircraft bounced slightly. [I] felt wobble on the right side....Aircraft settled and veered to right, consistent with blown tire.

Mr. Edward L. Hall, an Air Safety Inspector for the Federal Aviation Administration, examined the airplane. In his report, Mr. Hall stated:

The [right] tire tube was found to have the valve stem sheared at the base attachment of the valve stem. The overall condition of the tire was good.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<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 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 30, 1993
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1800 hours (Total, all aircraft), 8 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5234G
<b>Model/Series:</b>	305A 305A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22504
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	October 8, 1993 Annual	<b>Certified Max Gross Wt.:</b>	2100 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-11
<b>Registered Owner:</b>	GEORGE S. PARKER	<b>Rated Power:</b>	210 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	25 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	NORFOLK , VA (ORF )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	GRASSO AIRPARK 62VA	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	20 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	2000 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	36.679141,-76.929725(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Leonard, Charles
<b>Additional Participating Persons:</b>	EDWARD L HALL; RICHMOND , VA
<b>Original Publish Date:</b>	December 2, 1994
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=38760">https://data.ntsb.gov/Docket?ProjectID=38760</a>

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