Aviation Investigation Final Report

Location:	HENDERSONVILLE, North Carolina	**Accident Number:**	ATL98LA074
Date & Time:	May 8, 1998, 10:08 Local	**Registration:**	N7312Y
Aircraft:	Piper PA-30	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported he landed beyond the first third of the 3,075 foot runway which was NOTAMed. He stated the brakes seemed ineffective, and a go around was initiated. The pilot stated he applied full power, raised flaps, and lifted off just before the end of the runway. He stated he then made a left bank to avoid trees ahead. During the left bank, the left wing struck a power line, trees, and the ground. The investigation revealed the airplane's landing gear was extended. In this airplane, a normal go-around is accomplished by adding full power, raising the flaps, and raising the landing gear. The pilot had 24 hours of flight time in this airplane. The investigation also revealed the right brake was impact damaged, and the left brake was intact and showed ample pad available. When the cockpit brake peddle was pushed, the pad operated at the left wheel. A witness reported he heard tires skidding several times. He looked out and noticed an airplane near the end of the runway. He heard the engine power increase with approximately 500-600 feet remaining, and the airplane rotated with about 75 feet remaining in the runway. As trees beyond the runway were approached, the pilot turned left, clipped a wire with the left wing, then collided with the ground. The witness stated the landing gear remained down. The landing distance over a 50 foot obstacle with the accident conditions is 2040 feet. Without an obstacle, the airplane can land in 690 feet.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain the proper touchdown point and improper go-around procedures resulting in collision with wires, trees, and the ground. Factors were the pilot's lack of familiarity with the airplane and the short runway.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings
1. OBJECT - WIRE,TRANSMISSION
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (C) EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
4. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. (C) GEAR RETRACTION - NOT SELECTED - PILOT IN COMMAND
6. (F) TERRAIN CONDITION - SHORT RUNWAY/LANDING AREA

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings
7. OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On May 8, 1998, about 1008 eastern daylight time, a Piper PA-30, N7312Y, collided with wires, trees, and the ground during an attempted go around at the Hendersonville Airport, Hendersonville, North Carolina. The airplane was operated by the owner/pilot under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed. There were minor injuries to the private pilot and his pilot rated passenger, and the airplane sustained substantial damage. The flight originated in Florida, at an undetermined time, followed by a stop at Augusta, Georgia at 0930, prior to proceeding to the destination, Hendersonville.

The pilot reported he landed beyond the first third of the 3,075 foot runway 14, which was NOTAMed because of a rough surface during the first 200 feet of the runway. He stated he had landed at the airport previously and was familiar with the runway condition. He stated the brakes seemed ineffective, and a go around was initiated. The pilot stated he applied full power, raised flaps, and lifted off just before the end of the runway. He stated he then made a left bank to avoid trees and houses ahead. During the left bank, the left wing clipped a power line, hit small trees, and came to rest upright in a field. The pilot reported no problems with the engines.

The FAA inspector stated that the airplane came to rest approximately 1/4 mile due east of the airport. The landing gear was found in the extended position. The FAA inspector stated that in this airplane, a normal go-around is accomplished by adding full power, raising the flaps, and raising the landing gear. The FAA inspector stated the pilot had received his multiengine rating on May 1, 1998, and had approximately 24 hours of flight time in the airplane. According to the FAA inspector, he examined the brakes and noted the right main wheel was severed off the strut. The left wheel was still intact. The brake pads were intact and showed ample pad available. When the cockpit brake peddle was pushed, the pad operated at the left wheel. According to the FAA, the pilot stated he touched down 1/3 of the way down the runway and decided to go around 1/2 way down the runway because the brakes were not stopping the airplane. The pilot stated he pulled the airplane into the air to avoid the end of the runway, and the airspeed was minimal. The pilot stated he did not have time to raise the gear. According to the FAA, the pilot stated the elevation, temperature, and short field contributed to the crash.

A witness reported that his attention was drawn to the airplane when he heard the tires skidding several times. He looked out and noticed the airplane near the end of the runway. He heard the engine power increase with approximately 500-600 feet remaining, and the airplane rotated with about 75 feet remaining in the runway. The airplane passed very low over the road at the end of the runway. As trees beyond the runway were approached, the pilot turned left, clipped a wire with the left wing, then collided with the ground. The witness also stated the

flap position was not noted, but the landing gear remained down.

Another witness stated he heard tires skidding at the airport.

The Air Traffic Controllers both stated that they terminated radar service with N7312Y 12 miles south of Hendersonville Airport. At that time, they gave the pilot a VFR transponder code, 1200, and approved a frequency change.

The landing distance over a 50 foot obstacle, using a normal approach, with the weather conditions at the time of the accident is 2040 feet. Without an obstacle, the airplane can land in 690 feet.

Pilot Information

Certificate:	Private	**Age:**	57,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	September 17, 1997
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	1911 hours (Total, all aircraft), 25 hours (Total, this make and model), 1797 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N7312Y
Model/Series:	PA-30 PA-30	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	30-355
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	Annual	**Certified Max Gross Wt.:**	3600 lbs
Time Since Last Inspection:		**Engines:**	2 Reciprocating
Airframe Total Time:	1800 Hrs	**Engine Manufacturer:**	Lycoming
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	IO-320-B1A
Registered Owner:	PAUL A. LEE	**Rated Power:**	160 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	AVL ,2165 ft msl	**Distance from Accident Site:**	20 Nautical Miles
Observation Time:	09:54 Local	**Direction from Accident Site:**	340°
Lowest Cloud Condition:	Scattered / 300 ft AGL	**Visibility**	3 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	3 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	360°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	16°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AUGUSTA , GA (AGS)	**Type of Flight Plan Filed:**	IFR
Destination:	(OA7)	**Type of Clearance:**	IFR
Departure Time:	09:30 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	HENDERSONVILLE AIRPORT OA7	**Runway Surface Type:**	Asphalt
Airport Elevation:	2084 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	14	**IFR Approach:**	None
Runway Length/Width:	3075 ft / 40 ft	**VFR Approach/Landing:**	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Minor	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 Minor	**Latitude, Longitude:**	35.259571,-82.54943(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	RICHARD G BURNS; REGAN H CAMPBELL;
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3992