Aviation Investigation Final Report

Location:	GRUNDY, Virginia	**Accident Number:**	NYC99LA106
Date & Time:	May 4, 1999, 10:30 Local	**Registration:**	N5299G
Aircraft:	Cessna 305	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After flying for approximately 35 minutes, the pilot entered a left down wind for his intended destination. While on downwind and abeam the numbers, the pilot retarded the throttle and configured the airplane with 10 degrees of flaps. He then turned final approximately 500 feet agl, and 1/2 mile from the runway. On final, the pilot reconfigured the airplane with 30 degrees of flaps and slowed to 70 mph. The airplane crossed the approach end of the runway, and the pilot initiated a flare. At that point, 'everything was normal,' and the airplane touched down smoothly, tail wheel first. The nose of the airplane then started to drift to the right. The pilot added 'hard left rudder,' and the nose of the airplane transitioned from the right side of center line to the left side of center line. As the airplane approached the left side of the runway, the pilot elected to abort the landing. He advanced the throttle, the engine responded, and the airplane yawed further left while becoming airborne. The airplane continued to drift left, until it impacted trees, coming to rest upright.

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 roll.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings
1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings
3. OBJECT - TREE(S)

Factual Information

On May 4, 1999, about 1030 eastern daylight time, a Cessna 305, N5299G, was substantially damage during landing at the Grundy Municipal Airport, Grundy, Virginia. The certificated private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight conducted under 14 CFR Part 91, that departed the Virginia Highlands Airport, Abingdon, Virginia.

The pilot arrived at Abingdon at 0930, and preflighted the airplane. About 0945, he started the airplane's engine, conducted a radio check with UNICOM, and then taxied to runway 6. While holding short of runway 6, he checked the airplane's ignition system, carburetor heat, and alternator. He identified no anomalies. The pilot then taxied the airplane onto the runway, and advanced the throttle. After takeoff, the pilot exited the traffic pattern via a left crosswind, and climbed to an en route altitude of 4,000 feet msl.

After flying for approximately 25 minutes, the pilot arrived in the Grundy area, but he did not go directly to the airport. Instead, he flew around town for about 10 minutes enjoying the sights. After deciding to land, the pilot announced over Grundy's UNICOM frequency that he was entering the traffic pattern via a left downwind for runway 22.

While on downwind and abeam the numbers, the pilot retarded the throttle and configured the airplane with 10 degrees of flaps. The pilot turned from base to final approximately 500 feet agl and 1/2 mile from the runway. On final he reconfigured the airplane with 30 degrees of flaps and slowed to 70 mph.

The airplane crossed the approach end of the runway, and the pilot initiated a flare. The pilot stated that, at that point, "everything was normal." The airplane then touched down smoothly, tail wheel first. The nose of the airplane then started to drift to the right. The pilot added "hard left rudder," and the nose of the airplane transitioned from the right side of center line to the left side of center line. As the airplane approached the left side of the runway, the pilot elected to abort the landing. He advanced the throttle, the engine responded, and the airplane yawed further left while becoming airborne. The airplane continued to drift left, and the propeller made contact with a tree that was approximately 50 feet to the left, and 15 feet higher then the runway.

After the propeller strike, the airplane assumed approximately a 30 degree nose down attitude for about 2 seconds, then impacted another group of trees. The airplane came to rest up right. The pilot noticed fuel leaking from both wings, so he shut off all switches, and exited the airplane.

The pilot estimated that the weather was clear with winds out of the north at 3 to 4

knots. In addition, he had logged 150 hours of total flight experience, and 21 hours of flight experience in tailwheel airplanes. The pilot was signed off for tailwheel airplanes on December 28, 1998.

Pilot Information

Certificate:	Private	**Age:**	26,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Front
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	November 4, 1997
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	160 hours (Total, all aircraft), 21 hours (Total, this make and model), 107 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N5299G
Model/Series:	305 305	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	22111
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	May 1, 1998 Annual	**Certified Max Gross Wt.:**	2100 lbs
Time Since Last Inspection:	35 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	9025 Hrs	**Engine Manufacturer:**	Continental
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	O-470
Registered Owner:	RICHARD KISER	**Rated Power:**	230 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:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	4 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	0°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ABINGDON , VA (VJI)	**Type of Flight Plan Filed:**	None
Destination:	(GDY)	**Type of Clearance:**	None
Departure Time:	09:30 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	GRUNDY MUNI AIRPORT GDY	**Runway Surface Type:**	Asphalt
Airport Elevation:	2304 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	22	**IFR Approach:**	None
Runway Length/Width:	2400 ft / 50 ft	**VFR Approach/Landing:**	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	37.269458,-82.10025(est)

Administrative Information

Investigator In Charge (IIC):	Muzio, David
Additional Participating Persons:	TOM FYE; CHARLESTON , WV
Original Publish Date:	August 3, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46346