



Aviation Investigation Final Report

Location:	FAYETTEVILLE, West Virginia	Accident Number:	NYC00LA033
Date & Time:	November 13, 1999, 13:30 Local	Registration:	N4542P
Aircraft:	Grumman American AA-5B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

One of the passengers, sitting in the right front seat, became sick as the airplane approached the airport. As the pilot turned the airplane downwind, the passenger became sick again. The pilot made a 'normal' full-flap approach, but the airplane was slightly fast on final, and touched down twice before reaching an elevated crest in the runway. The pilot applied hard braking after the second touchdown, and the airplane skidded forward. It then went over the crest, and the pilot knew that he could not stop it before reaching the end. The pilot added full power, and the airplane became airborne. The right wing struck a tree, and the airplane swung around 180 degrees before falling to the ground. The pilot had utilized Runway 03, and stated that he could not judge where the end of the runway was, due to the crest. According to the Airport/Facility Directory, there was no line of sight between the runway ends. The runway sloped upward from the departure end, until 62 feet before the departure end. Weather, recorded at an airport 30 nautical miles to the northwest, 24 minutes after the accident, included winds from 240 degrees magnetic, at 3 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to continue the landing attempt too far down the runway. A factor was the pilot's self-induced pressure to land the airplane, due to the sickness of the front seat passenger.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - ABORTED

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. INCAPACITATION(MOTION SICKNESS) - PASSENGER

Factual Information

On November 13, 1999, about 1330 eastern standard time, a Grumman AA-5B, N4542P, was destroyed during an aborted landing at Fayetteville Airport (189), Fayetteville, West Virginia. The certificated private pilot and the two passengers received minor injuries. Visual meteorological conditions prevailed at the time of the accident. No flight plan had been filed for the flight, from Virginia Tech Airport (BCB), Blacksburg, Virginia, to Fayetteville. The personal flight was conducted under 14 CFR Part 91.

According to the pilot, he had taken two friends on a sightseeing trip, and planned to have lunch in Fayetteville. He had never landed at the Fayetteville Airport before the accident flight. About 6 miles south of Fayetteville, the passenger sitting in the right front seat became sick. The pilot checked the sectional chart and saw that the airport's single runway was 2,000 feet long. He circled the airport, and saw a dog-leg in the runway.

He further stated:

"What I did not see from the air was the vertical elevation of the runway - there is no line of sight from end to end, and therefore no way to gauge how far down the runway one is during an approach. With no experience at that airport, I did not have the visual clues to indicate the distance down the runway."

The pilot stated that he checked the weather at Charleston, West Virginia, and that the winds were reported as variable, at 4 knots. He then opted to land on Fayetteville's Runway 03 for better obstacle clearance.

As the pilot turned the airplane downwind, the passenger became sick again. The pilot made a "normal" full-flap approach, but the airplane was slightly fast on final, and it touched down twice before reaching the crest of the runway. The pilot applied hard braking after the second touchdown, and the airplane skidded forward. It then went over the crest, and the pilot knew that he could not stop it before reaching the end of the runway. The pilot then added full power, and the airplane became airborne. However, the right wing struck a tree, and the airplane swung around 180 degrees before it fell to the ground.

According to the Airport/Facility Directory, "Airport Remarks" section for Fayetteville, "No line of sight between rwy ends. Rwy 03-21 slopes upward from thld Rwy 21 to dsplcd thld." The Runway 21 displaced threshold was 62 feet from the threshold.

Twenty-four minutes after the accident, weather recorded at Charleston, located 30 nautical miles to the northwest, included winds from 240 degrees magnetic, at 3 knots.

Pilot Information

Certificate:	Private	Age:	23, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 3, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	358 hours (Total, all aircraft), 62 hours (Total, this make and model), 321 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Grumman American	Registration:	N4542P
Model/Series:	AA-5B AA-5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	AA5B1322
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 27, 1999 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	82 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1840 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	KEITH R. WANNAMAKER	Rated Power:	180 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:	CRW ,982 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	13:54 Local	Direction from Accident Site:	310°
Lowest Cloud Condition:	Clear	Visibility	4 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 8°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	BLACKSBURG , VA (BCB)	Type of Flight Plan Filed:	None
Destination:	(I89)	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	FAYETTEVILLE AIRPORT I89	Runway Surface Type:	Asphalt
Airport Elevation:	1960 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	2010 ft / 20 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	38.049495,-81.100242(est)

Administrative Information

Investigator In Charge (IIC): Cox, Paul

Additional Participating Persons: DAVID BURGESS; CHARLESTON, WV

Original Publish Date: June 23, 2000

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=47755>

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