



Aviation Investigation Final Report

Location:	Prescott, Arizona	Accident Number:	LAX02LA054
Date & Time:	December 24, 2001, 08:55 Local	Registration:	N3023K
Aircraft:	Piper PA-28RT-201	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After takeoff the airplane would not climb and, with insufficient runway remaining to abort the takeoff, the pilot made an intentional gear-up landing at the departure end of the runway. Airport personnel who responded to the scene found most of the wing surfaces were covered with 1/8- to 3/8-inch of snow and ice. The pilot reported that he spent 1.5 hours with a broom and a cloth removing snow and "most of [the] ice" from the fuselage and wings. He also reported there were no mechanical malfunctions and stated "I must assume I hadn't enough lift due to ice particles."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate removal of snow and ice from the surfaces of the airplane before takeoff.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND

- 3. AIRCRAFT PERFORMANCE - DETERIORATED
- 4. LIFT-OFF - NOT ATTAINED

Factual Information

On December 24, 2001, at 0855 hours mountain standard time, a Piper PA-28RT-201, N3023K, failed to climb after takeoff on runway 21L and settled back onto a taxiway at Ernest A. Love Field, Prescott, Arizona. The private pilot and one passenger were not injured. The airplane was substantially damaged. The personal flight was operated by the owner under 14 CFR Part 91, and was destined for Sacramento, California. Visual meteorological conditions prevailed. The pilot had filed a visual flight rules flight plan; however, the flight plan had not yet been activated.

According to airport staff personnel who responded to the scene, "most of the wing surfaces" were covered with 1/8- to 3/8-inch of snow and ice.

In his report to the National Transportation Safety Board, the pilot reported that he spent 1.5 hours with a broom and a cloth removing snow and "most of [the] ice" from the fuselage and wings. After takeoff the airplane would not climb and, with insufficient runway remaining to abort the takeoff, he made a gear-up landing. The pilot reported there were no mechanical malfunctions and stated "I must assume I hadn't enough lift due to ice particles."

Pilot Information

Certificate:	Private	Age:	73, 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-w/ waivers/lim	Last FAA Medical Exam:	July 25, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3729 hours (Total, all aircraft), 2800 hours (Total, this make and model), 3729 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3023K
Model/Series:	PA-28RT-201	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28R-7918022
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 2001 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3225 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-C1C6
Registered Owner:	James W. Mason	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PRC,5045 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	08:53 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	-3°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Prescott, AZ (PRC)	Type of Flight Plan Filed:	VFR
Destination:	Sacramento, CA (SAC)	Type of Clearance:	VFR
Departure Time:	08:55 Local	Type of Airspace:	Class D

Airport Information

Airport:	Ernest A. Love Field PRC	Runway Surface Type:	Asphalt
Airport Elevation:	5045 ft msl	Runway Surface Condition:	Dry
Runway Used:	21L	IFR Approach:	None
Runway Length/Width:	7616 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.620018,-112.419761(est)

Administrative Information

Investigator In Charge (IIC):	Parker, Richard
Additional Participating Persons:	MICHAEL J HOLLORAN; FAA Flt Stnds Dist Office; Scottsdale, AZ
Original Publish Date:	September 30, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53943

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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](#).