



Aviation Investigation Final Report

Location:	Prosser, Washington	Accident Number:	SEA03LA035
Date & Time:	February 1, 2003, 14:30 Local	Registration:	N75392
Aircraft:	Piper PA-28-140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot reported that his descent to the airport and approach to runway 25 was normal with the exception of a minor crosswind correction for winds blowing from the north. The pilot reported that when the airplane touched down it momentarily ballooned and drifted to the left (south). He stated that he held the airplane "steady" and when the airplane touched down a second time, it touched down on the runway edge with the left wheel off the runway. The airplane turned sharply to the south and exited the runway. After exiting the runway the airplane traveled across rough uneven terrain and an adjacent taxiway, eventually coming to rest south of the intended runway. No mechanical difficulties or malfunctions were reported.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Improper flare while landing. Factors include rough uneven terrain.

Findings

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

Findings

1. (F) TERRAIN CONDITION - ROUGH/UNEVEN
2. (C) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

On February 1, 2003, about 1430 Pacific standard time, a Piper PA-28-140, N75392, sustained substantial damage when the airplane departed the runway edge and encountered rough terrain during landing at the Prosser Municipal Airport, Prosser, Washington. The student pilot, the sole occupant of the airplane, was not injured. The airplane is owned by Noland Decoto Flying Service of Yakima, Washington, and was being operated as a visual flight rules (VFR) instructional flight under the provisions of Title 14, CFR Part 91, when the accident occurred. Visual meteorological conditions prevailed and a flight plan had been filed. The round-robin cross-country flight originated from Yakima, with intermediate stops in Walla Walla, Washington, and Prosser.

During a telephone conversation with the National Transportation Safety Board on February 4, and subsequent written report dated February 6, the student pilot reported that his descent to the airport and approach to runway 25 was normal with the exception of a minor crosswind correction for winds blowing from the north. The pilot reported that when the airplane touched down it momentarily ballooned and drifted to the left (south). He stated that he held the airplane "steady" and when the airplane touched down a second time, it touched down on the runway edge with the left wheel off the runway. The airplane turned sharply to the south and exited the runway. After exiting the runway the airplane traveled across rough uneven terrain and an adjacent taxiway, eventually coming to rest south of the intended runway.

No mechanical difficulties or malfunctions were reported.

Student pilot Information

Certificate:	Student	Age:	27, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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:	March 11, 2002
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	50 hours (Total, all aircraft), 14 hours (Total, this make and model), 7 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N75392
Model/Series:	PA-28-140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	287625217
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	October 31, 2002 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	36 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6868 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Noland Decoto Flying Service	Rated Power:	140 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WALLA WALLA, WA (ALW)	Type of Flight Plan Filed:	VFR
Destination:	PROSSER, WA (S40)	Type of Clearance:	None
Departure Time:	13:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	PROSSER S40	Runway Surface Type:	Asphalt
Airport Elevation:	694 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3440 ft / 60 ft	VFR Approach/Landing:	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:	46.212223,-119.792778

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	Donnie Ware; FAA-FSDO; Spokane , WA
Original Publish Date:	April 18, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=56435

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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](#).