



Aviation Investigation Final Report

Location:	Mansfield, Ohio	Accident Number:	IAD03CA059
Date & Time:	June 21, 2003, 13:35 Local	Registration:	N9298D
Aircraft:	Piper Saratoga II TC PA32-	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he attempted to land on the first third of the runway, at an airspeed of 90 knots, while maintaining the runway centerline. During the landing flare, a wind gust turned the airplane approximately 10 degrees to the left. The airplane landed, went off the runway and into the grass, and struck runway lights and signs. Winds were reported as 30 degrees from the right, at 13, gusting to 17 knots

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind conditions and his failure to maintain directional control during the landing. A factor was the gusty wind conditions.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - RUNWAY LIGHT

Factual Information

On June 21, 2003, about 1335 eastern daylight time, a Piper PA-32R-301T, N9298D, was substantially damaged during a landing at Mansfield Lahm Municipal Airport (MFD), Mansfield, Ohio. The certificated private pilot and the two passengers were not injured. No flight plan was filed for the flight that originated at Tri Cities Regional Airport (TRI), Blountville, Tennessee, about 1100. Visual meteorological conditions prevailed for the personal flight conducted under 14 CFR Part 91.

According to a witness, an air traffic controller who was working the local control tower, he cleared the airplane to land on runway 32. The controller thought that the airplane was flaring a "little too high," and it landed on the left side of the runway. He thought he saw dust or smoke coming from behind the airplane and called crash, fire, and rescue. The pilot turned off at the next taxiway and the controller asked if everything was okay. The pilot said yes, and the controller directed him to taxi.

In a written statement, the pilot said that he attempted to land on the first third of the runway, at an airspeed of 90 knots, while maintaining the runway centerline. During the landing flare, a wind gust turned the airplane approximately 10 degrees to the left. The airplane turned to the left, went off the runway into the grass, struck runway lights and signs, then turned back onto the runway

The pilot said the landing was bumpy, but was unaware he had struck anything until he was parked at a hanger.

A Federal Aviation Administration (FAA) Inspector examined the airplane on June 23, 2003. According to the inspector, the left main landing was partially separated from the airplane, the left wing was wrinkled, and the left fuel tank was punctured.

The pilot reported a total of 327 flight hours, of which, 123 were in make and model.

Weather reported at the airport, included winds from 350 degrees at 13 knots gusting to 17 knots, temperature 72 degrees F, dewpoint 51 degrees F, and a barometric pressure setting of 30.04 inches Hg. The visibility was 10 statute miles and clear.

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	March 10, 2002
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	327 hours (Total, all aircraft), 122 hours (Total, this make and model), 31 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9298D
Model/Series:	Saratoga II TC PA32-	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3257002
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	TIO-540-AH1A
Registered Owner:	AIMS AIR, LLC	Rated Power:	
Operator:	Robert H. Harshbarger	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:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Tri-Cities Regi, TN (TRI)	Type of Flight Plan Filed:	None
Destination:	Mansfield Lahm , OH (MFD)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	3 None	Latitude, Longitude:	40.824443,-82.516387

Administrative Information

Investigator In Charge (IIC):	Yeager, Leah
Additional Participating Persons:	
Original Publish Date:	December 30, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=57309

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