



Aviation Investigation Final Report

Location:	Indian Trail, North Carolina	Accident Number:	ATL04LA072
Date & Time:	January 30, 2004, 16:30 Local	Registration:	N1107C
Aircraft:	Piper PA-22-135	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated while touching down, a strong crosswind caused the airplane to "weathervane to the right". The airplane bounced. As the pilot tried to recover from the bounced landing, he stated that he "overcorrected and the airplane started to run off the right side" of the runway. At this point the pilot decided to execute a climb out, but the airplane did not have enough airspeed to climb and only got approximately three feet in the air. The airplane collided with a tree and landed partially in a pond 1300 feet from the approach end and 30 feet to the right of runway 22. The wind conditions at the time of the accident were from a heading of 280-degrees, wind speed 11 knots with a wind gust to 19 knots. The pilot did not report any mechanical malfunctions with the airplane prior to the accident. Examination of the airplane revealed damage to wings, the right door panel and the propeller. Post examination did not reveal any mechanical problems with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's attempted lift off without adequate airspeed resulting in a stall/mush and collision with trees while transitioning from an aborted landing to takeoff climb. A factor was the crosswind condition.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - ABORTED

Findings

1. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. CLIMB - NOT ATTAINED
4. STALL/MUSH

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: CLIMB

Findings

5. (F) WEATHER CONDITION - CROSSWIND
6. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

9. TERRAIN CONDITION - GROUND

Factual Information

On January 30, 2004, at 1630 eastern standard time, a Piper PA-22-135, N1107C, registered to and operated by a private owner and flown by a commercial pilot, collided with a tree while attempting to climb out after landing on runway 22 at Goose Creek Airport, Indian Trail, North Carolina. The personal flight operated under the provisions of Title 14 CFR Part 91. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the pilot reported no injuries. The flight departed Florence Regional Airport, Florence, South Carolina, on January 30, 2004 at 1530.

According to the pilot, while touching down on runway 22 during a landing, a strong crosswind "caused the airplane to weathervane" to the right and bounce. As the pilot tried to recover from the bounced landing, he stated that he "overcorrected and the airplane started to run off the right side" of the runway. At this point the pilot decided to execute a climb out, but the airplane did not have enough airspeed to climb and only got approximately three feet in the air. The airplane collided with a tree and fell partially into a pond 1300 feet from the approach end and 30 feet to the right side of runway 22.

According to the Charlotte, North Carolina, 1651 weather observation, the wind conditions at the time of the accident were from a heading of 280-degrees, wind speed 11 knots with a wind gust to 19 knots.

The pilot did not report any mechanical malfunctions with the airplane prior to the accident. Examination of the airplane revealed damage to wings, the right door panel and the propeller. Post-examination of the airplane did not reveal any mechanical problems with the airplane.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	51, 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):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 19, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	December 19, 2002
Flight Time:	1371 hours (Total, all aircraft), 15 hours (Total, this make and model), 1297 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1107C
Model/Series:	PA-22-135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-953
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	June 19, 2003 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	56 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-290
Registered Owner:	Ronald Edward Awad Jr.	Rated Power:	130 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:	CLT,748 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	16:51 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.71 inches Hg	Temperature/Dew Point:	11°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Florence, SC (FLO)	Type of Flight Plan Filed:	None
Destination:	Indian Trail, NC (28A)	Type of Clearance:	VFR
Departure Time:	15:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	Goose Creek 28A	Runway Surface Type:	Asphalt
Airport Elevation:	565 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	2350 ft / 35 ft	VFR Approach/Landing:	Straight-in

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:	35.120834,-80.587219

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	Terri Frye; Charlotte FSDO-33
Original Publish Date:	October 28, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=58706

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).