



# Aviation Investigation Final Report

<b>Location:</b>	Crystal Beach, Texas	<b>Accident Number:</b>	DFW07CA047
<b>Date &amp; Time:</b>	December 31, 2006, 09:30 Local	<b>Registration:</b>	N5319J
<b>Aircraft:</b>	Piper PA 32R 301T	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The 409-hour private pilot lost control of the single-engine airplane while landing on a private grass airstrip. The pilot reported executing a short field approach to runway 18, a 2,800-foot long by 50-foot wide wet grass airstrip. During the landing roll, the airplane touched down beyond the normal touchdown point and the pilot applied brakes. However, braking action was nil due to the wet runway surface and the airplane overran the departure end of the runway and impacted a parked trailer near the departure end of the runway. The pilot and passenger exited the airplane through the main cabin door with no injuries. Weather reported at the nearest weather reporting airport, located approximately 15 miles west of the accident location, was clear skies, 10 miles visibility, with 10-knot winds from the west.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's touchdown too far down the runway resulting in an overrun. Factors were the wet grass runway and the trailer.

### Findings

Occurrence #1: OVERRUN  
Phase of Operation: LANDING

#### Findings

1. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND

2. (F) TERRAIN CONDITION - WET
3. (F) TERRAIN CONDITION - GRASS
4. (F) OBJECT - OTHER

## Factual Information

The 409-hour private pilot lost control of the single-engine airplane while landing on a private grass airstrip. The pilot reported executing a short field approach to runway 18, a 2,800-foot long by 50-foot wide wet grass airstrip. During the landing roll, the airplane touched down beyond the normal touchdown point and the pilot applied brakes. However, braking action was nil due to the wet runway surface and the airplane overran the departure end of the runway and impacted a parked trailer near the departure end of the runway. The pilot and passenger exited the airplane through the main cabin door with no injuries. Weather reported at the nearest weather reporting airport, located approximately 15 miles west of the accident location, was clear skies, 10 miles visibility, with 10-knot winds from the west.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	December 1, 2005
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	November 1, 2006
<b>Flight Time:</b>	409 hours (Total, all aircraft), 307 hours (Total, this make and model), 380 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N5319J
<b>Model/Series:</b>	PA 32R 301T	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3257213
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	TIO-540-AH1A
<b>Registered Owner:</b>	SOUTHERN FLIGHT SERVICES	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KGLS,6 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	09:00 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 0 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	280°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.15 inches Hg	<b>Temperature/Dew Point:</b>	13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	LUFKIN, TX (KLFK)	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Crystal Beach, TX (XS77)	<b>Type of Clearance:</b>	Traffic advisory;VFR flight following
<b>Departure Time:</b>	08:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Seafood Warehouse XS77	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	Visual
<b>Runway Length/Width:</b>	2800 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	29.264999,-94.86

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gamble, William
<b>Additional Participating Persons:</b>	DAVID RICHARDSON; HOUSTON FSDO
<b>Original Publish Date:</b>	March 26, 2007
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=65088">https://data.nts.gov/Docket?ProjectID=65088</a>

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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](#).