Analysis
The pilot said he was 'breaking in a new engine' and he did not reduce power fast enough. The airplane landed long on runway 18, which was 6,299 x 150 feet, asphalt, porous friction course overlay. He said he realized he was not going to be able to stop the airplane on the runway that remained, and also realized he did not have sufficient speed to abort the landing. Heavy braking caused the left tire to blow out, and the airplane departed the end of the runway. The left main landing gear collapsed when the airplane traversed a large dip at the end of the runway, and the airplane slid to a halt approximately 100 feet beyond. Airport officials reported finding 1,400 feet of skid marks. A light and variable wind was reported at the time of the accident. The pilot attributed the accident to his error in judgment. His recommendation: 'Always land near the threshold, leaving as much runway as possible. Pretty basic.'

Probable Cause
The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's misjudgment of distance and speed, while approaching to land; his failure to attain a proper touchdown point for landing; and his failure to go around, while there was sufficient runway remaining. A related factor was the uneven terrain, which was encountered beyond the end of the runway.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings
1. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings
4. (F) TERRAIN CONDITION - ROUGH/UNEVEN
Pilot Information

Certificate: Private
Airplane Rating(s): Single-engine Land
Other Aircraft Rating(s): None
Flight Time: 275 hours (Total, all aircraft), 35 hours (Total, this make and model), 200 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft)

Age: 39
Instrument Rating(s): None
Instructor Rating(s): None

Airplane Rating(s): Single-engine Land
Instrument Rating(s): None
Other Aircraft Rating(s): None
Flight Time: 275 hours (Total, all aircraft), 35 hours (Total, this make and model), 200 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft)

Aircraft and Owner/Operator Information

Aircraft Make: Piper
Model/Series: PA-24-400 PA-24-400
Operator: MARK SHERANIAN
Operating Certificate(s) Held: None
Flight Conducted Under: Part 91: General Aviation - Instructional

Registration: N8536P
Engines: 1 Reciprocating
Engine Manufacturer: Lycoming
Engine Model/Series: IO-720-A1A

Meteorological Information and Flight Plan

Conditions at Accident Site: Visual Conditions
Observation Facility, Elevation: JAC, 6445 ft msl
Lowest Ceiling: None / 0 ft agl
Temperature: 7°C
Precipitation and Obscuration:
Departure Point: PROVO, UT (PVU)

Condition of Light: Day
Weather Information Source: Weather Observation Facility
Wind Speed/Gusts, Direction: Light and Variable / ,
Visibility: 10 Miles
Destination: (JAC)

Airport Information

Airport: JACKSON HOLE (JAC)
Runway Used: 18
Runway Length/Width: 6299 ft / 150 ft
Runway Surface Type: Asphalt
Runway Surface Condition:

Wreckage and Impact Information

Crew Injuries: 1 None
Passenger Injuries: 1 None
Ground Injuries: N/A
Aircraft Damage: Substantial
Aircraft Fire: None
Aircraft Explosion: None
Latitude, Longitude:
The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.