



National Transportation Safety Board Aviation Accident Final Report

Location:	BOONE, NC	Accident Number:	ATL94LA073
Date & Time:	04/02/1994, 1741 EST	Registration:	N5704P
Aircraft:	PIPER PA-24-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT WAS ATTEMPTING A LANDING ON THE SHORT RUNWAY. HE STATED THAT HE USED 85 KNOTS INDICATED AIRSPEED ON FINAL APPROACH. THE AIRPLANE FLOATED DOWN THE RUNWAY, AND DID NOT TOUCH DOWN UNTIL APPROXIMATELY ONE HALF OF THE RUNWAY HAD BEEN USED. THE AIRCRAFT RAN OFF THE END OF THE RUNWAY, AND IMPACTED TREES BEFORE COMING TO REST ON A GOLF COURSE PAST THE DEPARTURE END OF RUNWAY 31.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The excessive speed used on final approach to the short runway by the pilot, and the failure of the pilot to use the proper touchdown point on the runway for landing.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - TREE(S)

Factual Information

On April 2, 1994, about 1741 eastern standard time, a Piper PA-24-180, N5704P, was substantially damaged following a collision with trees during a landing attempt at Boone, North Carolina. The private pilot received minor injuries in the accident. The aircraft was being operated under 14 CFR Part 91 by the pilot. Visual meteorological conditions existed, and no flight plan had been filed for the personal flight. The flight departed Winston-Salem, North Carolina about 1630.

The pilot stated he used 85 knots indicated airspeed on final approach to the short runway. He stated that he did not touchdown until approximately one half of the runway had passed behind him. The aircraft impacted trees prior to coming to rest on a golf course off the departure end of the runway.

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/05/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	456 hours (Total, all aircraft), 454 hours (Total, this make and model), 426 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5704P
Model/Series:	PA-24-180 PA-24-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Provisional; Normal	Serial Number:	24-777
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	11/13/1993, Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	80 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3462 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360A1A
Registered Owner:	RIEGELMAN, MICHAEL D.	Rated Power:	180 hp
Operator:	RIEGELMAN, MICHAEL D.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	INT, 600 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	1845 EST	Direction from Accident Site:	150°
Lowest Cloud Condition:	Scattered / 1000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19° C / -6° C
Precipitation and Obscuration:			
Departure Point:	WINSTON-SALEM, NC (INT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1545 EST	Type of Airspace:	Class G

Airport Information

Airport:	BOONE (5A2)	Runway Surface Type:	Asphalt
Airport Elevation:	3600 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	2100 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROFF H SASSER,	Report Date:	12/07/1994
Additional Participating Persons:	DENNIS SCARFEO; WINSTON-SALEM, NC		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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