



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BOONE, NC	<b>Accident Number:</b>	ATL94LA073
<b>Date &amp; Time:</b>	04/02/1994, 1741 EST	<b>Registration:</b>	N5704P
<b>Aircraft:</b>	PIPER PA-24-180	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

3. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine; None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N5704P
<b>Model/Series:</b>	PA-24-180 PA-24-180	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	RIEGELMAN, MICHAEL D.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360A1A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	INT, 600 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 270°
<b>Temperature:</b>	19° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	WINSTON-SALEM, NC (INT)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	BOONE (5A2)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	31	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2100 ft / 75 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): ROFF H SASSER, Adopted Date: 12/07/1994

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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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.