



National Transportation Safety Board Aviation Accident Final Report

Location:	JACKSON, WY	Accident Number:	FTW98LA200
Date & Time:	05/01/1998, 1030 MDT	Registration:	N8536P
Aircraft:	Piper PA-24-400	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

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 and Findings

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

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

On May 1, 1998, approximately 1030 mountain daylight time, a Piper PA-24-400, N8536P, was substantially damaged when it collided with terrain while landing at Jackson, Wyoming. The private pilot and commercial-rated passenger were not injured. Visual meteorological conditions prevailed, and a VFR flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated at Provo, Utah, approximately 0900.

The pilot had recently purchased the airplane from the passenger that was in the airplane. In his accident report, the pilot indicated he was "breaking in a new engine" and he did not reduce power fast enough. The airplane landed long on runway 18 (6,299 ft. x 150 ft., asphalt, porous friction course overlay). The pilot 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.

The pilot attributed the accident to "poor judgment" and his error. His recommendation: "Always land near the threshold, leaving as much runway as possible. Pretty basic."

Later examination of the airplane by an FAA inspector revealed a wrinkled and dented left wing, a torn left flap, damaged elevator and both wing tips, two main tires blown out, and a collapsed landing gear.

A light and variable wind was reported at the time of the accident.

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/18/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
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	Registration:	N8536P
Model/Series:	PA-24-400 PA-24-400	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	26-117
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	04/23/1998, Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2986 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-720-A1A
Registered Owner:	MARK SHERANIAN	Rated Power:	400 hp
Operator:	MARK SHERANIAN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JAC, 6445 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0935 MDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7°C / -5°C
Precipitation and Obscuration:			
Departure Point:	PROVO, UT (PVU)	Type of Flight Plan Filed:	VFR
Destination:	(JAC)	Type of Clearance:	VFR
Departure Time:	0900 MDT	Type of Airspace:	Class E

Airport Information

Airport:	JACKSON HOLE (JAC)	Runway Surface Type:	Asphalt
Airport Elevation:	6445 ft	Runway Surface Condition:	
Runway Used:	18	IFR Approach:	
Runway Length/Width:	6299 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	02/15/2001
Additional Participating Persons:	JAMES E GILCHRIST; SALT LAKE CITY, UT		
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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