



National Transportation Safety Board Aviation Accident Final Report

Location:	CENTRE HALL, PA	Accident Number:	BF093LA154
Date & Time:	09/02/1993, 1750 EDT	Registration:	N2406U
Aircraft:	PIPER PA-28-161	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 91: General Aviation - - Sightseeing

Analysis

THE PILOT AND THREE PASSENGERS WERE ON A LOCAL SIGHTSEEING FLIGHT WHEN ON HIS RETURN TO THE AIRPORT, ONE OF THE PASSENGERS IN THE REAR SEAT BECAME ILL. THE PILOT STATED THAT HE EXPEDITED THE APPROACH BY REDUCING THE POWER TO IDLE, AND COMMENCING A DESCENT OF ABOUT 1000 FEET PER MINUTE ON THE DOWNWIND LEG. HE STATED THAT THE AIRPLANE TOUCHED DOWN MIDFIELD AND HE WAS UNABLE TO STOP THE AIRPLANE IN TIME TO AVOID THE EMBANKMENT (BERM) AT THE END OF THE RUNWAY. THE AIRPLANE STRUCK THE EMBANKMENT AND CAME TO REST ABOUT 60 FEET FROM THE END OF THE RUNWAY. THE PILOT STATED THAT THERE WAS NO MECHANICAL MALFUNCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT MISJUDGED HIS AIRSPEED AND ALTITUDE WHICH RESULTED IN THE PILOT'S FAILURE TO ATTAIN THE PROPER TOUCHDOWN POINT RESULTING IN THE AIRPLANE EXITING THE RUNWAY AND COLLIDING WITH THE BERM. A RELATED FACTOR WAS THE LOCATION OF THE BERM.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

1. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - BERM

Factual Information

On Thursday, September 2, 1993, at 1750 eastern daylight time, N2406U, a Piper PA-28-161, operated by Air Atlantic Airlines of Centre Hall, Pennsylvania, and piloted by Duane Watkeys of Boalsburg, Pennsylvania, sustained substantial damage during landing at Penns Cave Airport, Centre Hall, Pennsylvania. Visual meteorological conditions prevailed and a flight plan was not filed. The certificated commercial pilot and his three passengers were not injured. The local sightseeing flight was conducted under 14 CFR 91.

According to the pilot, on the downwind leg to runway 25, one of the passengers in the rear seat became ill. He stated that he expedited the approach by reducing the power to idle, lowering full flaps, and attaining a rate of descent of about 1000 fpm. He stated that upon flare/touchdown about midfield, the airplane bounced about 3 times. He reported that when the main wheels were firmly on the runway, he applied the brakes, but the airplane exited the runway and went down an embankment. The pilot reported that there was no mechanical malfunctions and the accident could have been prevented if he had not expedited the approach which resulted in a higher airspeed and higher rate of descent. He also stated that a timely bailed landing would have prevented the accident.

Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/01/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2105 hours (Total, all aircraft), 167 hours (Total, this make and model), 844 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 53 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2406U
Model/Series:	PA-28-161 PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-8016024
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	08/23/1993, Annual	Certified Max Gross Wt.:	2325 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-D3G
Registered Owner:	AIR ATLANTIC AIRLINES INC.	Rated Power:	160 hp
Operator:	AIR ATLANTIC AIRLINES INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	N74, 1260 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1751 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4500 ft agl	Visibility	6 Miles
Lowest Ceiling:	Overcast / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 18° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1642 EDT	Type of Airspace:	Class G

Airport Information

Airport:	PENNS CAVE (N74)	Runway Surface Type:	Asphalt
Airport Elevation:	1260 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	
Runway Length/Width:	2490 ft / 40 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BEVERLEY JOHNSON,	Report Date:	10/20/1994
Additional Participating Persons:	ALVIN J GROFT; HARRISBURG, PA		
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 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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