



National Transportation Safety Board Aviation Accident Final Report

Location:	WOODSTOWN, PA	Accident Number:	NYC93LA034
Date & Time:	11/01/1992, 1410 EST	Registration:	N33146
Aircraft:	PIPER PA-28-140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT WAS LANDING ON THE GRASS AIRFIELD. HE SAID THERE WERE 'HIGH POWER LINES' ON THE APPROACH TO THE RUNWAY. HE SAID THAT HE OVERSHOT THE RUNWAY AND DECIDED TO GO-AROUND, BUT THE AIRPLANE TOUCHED DOWN ON THE RUNWAY. HE SAID THERE WAS 'NOT ENOUGH SPEED' TO GET AIRBORNE, AND THE AIRPLANE STRUCK A DITCH AT THE DEPARTURE END OF THE RUNWAY. THE PILOT HAD 1.7 HOURS TOTAL FLIGHT TIME IN THE LAST 90 DAYS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPERLY PLANNED APPROACH AND DELAYED DECISION TO INITIATE A GO-AROUND, WHICH RESULTED IN A TOUCHDOWN TOO FAR DOWN THE RUNWAY AND THE SUBSEQUENT COLLISION WITH A DITCH. A FACTOR RELATED TO THE ACCIDENT WAS THE PILOT'S LACK OF RECENT FLIGHT EXPERIENCE.

Findings

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

Findings

1. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
4. (F) LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Gyroplane	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/26/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	317 hours (Total, all aircraft), 36 hours (Total, this make and model), 2 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N33146
Model/Series:	PA-28-140 PA-28-140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-7525162
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	08/03/1992, Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3033 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-EDD
Registered Owner:	NATHAN FIGLIO	Rated Power:	150 hp
Operator:	RAINBOW AVIATION, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	17° C
Precipitation and Obscuration:			
Departure Point:	MILLVILLE, NJ (MIV)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1355 EST	Type of Airspace:	Class D

Airport Information

Airport:	LAYTON AIRFIELD (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	200 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3300 ft / 100 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):	CHARLES F LEONARD	Report Date:	09/14/1993
Additional Participating Persons:	DAVID J GRASSO; PHILADELPHIA, 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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).