



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	EAST HANOVER, NJ	<b>Accident Number:</b>	NYC82DA015
<b>Date &amp; Time:</b>	01/01/1982, 1430 EST	<b>Registration:</b>	N7967Q
<b>Aircraft:</b>	CESSNA 401B	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

DURING FLIGHT, THE PILOT DIVERTED TO EAST HANOVER TO AVOID WEATHER. WHILE LANDING ON A WET RUNWAY IN LIGHT WIND CONDITIONS, HE WAS UNABLE TO STOP BEFORE REACHING THE END. THE PLANE CONTINUED OFF THE RUNWAY AND STRUCK A DIRT BANK.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - RAIN
4. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
5. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
6. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Phase of Operation: LANDING - ROLL

### Findings

7. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	58
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	5800 hours (Total, all aircraft), 2000 hours (Total, this make and model), 5100 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N7967Q
<b>Model/Series:</b>	401B 401B	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	MILLICOR CORP	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	IO-520
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ , 40°
<b>Temperature:</b>		<b>Visibility</b>	4 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	WILMINGTON, NC	<b>Destination:</b>	CALDWELL, NJ

## Airport Information

<b>Airport:</b>	HANOVER (N58)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	9	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	2000 ft / 40 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<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):

Adopted Date: 01/01/1982

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 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.