



Aviation Investigation Factual Report

Location:	Clayton, New York	Accident Number:	ERA11CA294
Date & Time:	May 11, 2011, 11:45 Local	Registration:	N4760P
Aircraft:	Piper PA-23-250	Aircraft Damage:	Substantial
Defining Event:	Landing area undershoot	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Pilot Information

Certificate:	Private	Age:	52,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	January 28, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 14, 2010
Flight Time:	(Estimated) 750 hours (Total, all aircraft), 230 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4760P
Model/Series:	PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-301
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 11, 2011 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	45 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4174 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C91 installed	Engine Model/Series:	O-540 SERIES
Registered Owner:	On file	Rated Power:	250 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ART,328 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	11:56 Local	Direction from Accident Site:	190°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	18°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brookhaven, NY (HWV)	Type of Flight Plan Filed:	Unknown
Destination:	Clayton, NY (28NK)	Type of Clearance:	None
Departure Time:	09:50 Local	Type of Airspace:	

Airport Information

Airport:	Ritchie Airfield 28NK	Runway Surface Type:	Grass/turf
Airport Elevation:	385 ft msl	Runway Surface Condition:	Dry;Vegetation
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	2000 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	44.186943,-76.076385(est)

Administrative Information

Investigator In Charge (IIC):	Etcher, Shawn
Additional Participating Persons:	Mark Denny; FAA/FSDO; Albany, NY
Report Date:	August 12, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=79083

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).