



Aviation Investigation Final Report

Location:	MARSTON MILLS, Massachusetts	Accident Number:	BF092LA108
Date & Time:	July 20, 1992, 11:30 Local	Registration:	N8358P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THIS WAS THE PILOT'S FIRST TIME ATTEMPTING A TAKEOFF FROM THIS AIRPORT, HAVING LANDED THERE EARLIER IN THE DAY. WITNESSES REPORTED THE PILOT DID NOT USE ALL THE AVAILABLE RUNWAY. SEVERAL LOCAL PILOTS SAID THEY ADVISED THE PILOT AGAINST USING THE RUNWAY, BUT HE FELT OTHERWISE, EXPLAINING THAT HE HAD EXTENSIVE FLIGHT EXPERIENCE. THE PILOT STATED THAT DURING TAKEOFF, WHEN HE LIFTED OFF THE AIRPLANE 'SHUDDERED', SO HE ABORTED THE TAKEOFF. THE AIRPLANE OVERRAN THE RUNWAY AND STRUCK AN OCCUPIED VAN. THE VAN OCCUPANTS WERE NOT INJURED. THE PILOT REPORTED THAT HE DID NOT CONSIDER THE ADDITIONAL TAKEOFF DISTANCE NEEDED WHEN AN UNPAVED SURFACE IS USED. ALSO, HE THOUGHT THE RUNWAY WAS ABOUT 400 FEET LONGER THAN ACTUAL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE PREFLIGHT PREPARATION. CONTRIBUTING WAS THE PILOT'S FAILURE TO USE ALL AVAILABLE RUNWAY AND OVERCONFIDENCE IN HIS OWN ABILITIES.

Findings

Occurrence #1: OVERRUN
Phase of Operation: TAKEOFF - ABORTED

Findings

1. TERRAIN CONDITION - GRASS
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. (F) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings

7. OBJECT - VEHICLE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 13, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4600 hours (Total, all aircraft), 166 hours (Total, this make and model), 3217 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 1.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8358P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-3614
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 1, 1992 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	33 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2926 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-540-C1B5
Registered Owner:	EUGENE E. CIRILLO	Rated Power:	250 Horsepower
Operator:	EUGENE E. CIRILLO	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HYA ,52 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	11:35 Local	Direction from Accident Site:	105°
Lowest Cloud Condition:		Visibility	5 miles
Lowest Ceiling:	1000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 21°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	(2B1)	Type of Flight Plan Filed:	None
Destination:	NANTUCKET , MA (ACK)	Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	CAPE COD AIRPORT 2B1	Runway Surface Type:	Grass/turf
Airport Elevation:	100 ft msl	Runway Surface Condition:	Rough
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	2040 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Guzzetti, Jeffrey
Additional Participating Persons:	IRWIN I WHITTEMORE; BEDFORD , MA
Original Publish Date:	June 30, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=11825

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