



Aviation Investigation Final Report

Location:	PRINCETON, New Jersey	Accident Number:	BF093LA071
Date & Time:	May 7, 1993, 19:40 Local	Registration:	N1192P
Aircraft:	American General Aircraft AG5B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRPLANE LANDED LONG AND THE PILOT WAS UNABLE TO STOP THE AIRPLANE BEFORE IT WENT OFF THE END OF THE RUNWAY AND THROUGH A CHAIN LINK FENCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISJUDGEMENT OF DISTANCE AND SPEED DURING THE LANDING, AND HIS FAILURE TO INITIATE A GO AROUND, WHILE THERE WAS STILL SUFFICIENT SPEED AND RUNWAY REMAINING. HIS FAILURE TO ATTAIN THE PROPER TOUCHDOWN POINT FOR THE LANDING WAS A RELATED FACTOR.

Findings

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

Findings

1. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. (F) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 4. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

5. OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-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 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 20, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	208 hours (Total, all aircraft), 15 hours (Total, this make and model), 141 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	American General Aircraft	Registration:	N1192P
Model/Series:	AG5B AG5B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10033
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 7, 1993 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	86 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	674 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A4K
Registered Owner:	UNIONVILLE AVIATION, INC.	Rated Power:	180 Horsepower
Operator:	RARITAN VALLEY FLYING SCHOOL	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(39N)	Type of Flight Plan Filed:	None
Destination:	(39N)	Type of Clearance:	None
Departure Time:	19:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRINCETON AIRPORT 39N	Runway Surface Type:	Asphalt
Airport Elevation:	125 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	
Runway Length/Width:	2800 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Napolitan, Margaret
Additional Participating Persons:	TOMMY WARNER; ALLENTOWN , PA
Original Publish Date:	November 15, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=11932

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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](#).