



Aviation Investigation Final Report

Location:	VILONIA, Arkansas	Accident Number:	FTW93LA044
Date & Time:	November 28, 1992, 16:45 Local	Registration:	N4405M
Aircraft:	PIPER PA-12-108	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A PRIVATE PILOT ATTEMPTED TO LAND ON THE UPSLOPING RUNWAY OF A 1,200 FOOT PRIVATE STRIP. THE AIRPLANE LANDED LONG AND OVER RAN THE RUNWAY IMPACTING THE UPSLOPING TERRAIN, TREES AND A FENCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO EXECUTE A GO-AROUND.

Findings

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

Findings

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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--no waivers/lim.	Last FAA Medical Exam:	July 1, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	321 hours (Total, all aircraft), 214 hours (Total, this make and model), 282 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4405M
Model/Series:	PA-12-108 J-3C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-3355
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	May 1, 1992 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	23 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1709 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-C
Registered Owner:	CLARK, ROBERT L. JR	Rated Power:	100 Horsepower
Operator:	CLARK, ROBERT L. JR	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:	LIT ,260 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CONWAY , AR (M03)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:27 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	320 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	1200 ft / 90 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.080718,-92.210426(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Joyce
Additional Participating Persons:	DAVID F HALL; LITTLE ROCK , AR
Original Publish Date:	June 30, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18622

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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](#).