



Aviation Investigation Final Report

Location:	LEANDER, Texas	Accident Number:	FTW96LA253
Date & Time:	June 17, 1996, 10:30 Local	Registration:	N8129P
Aircraft:	Piper PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While landing, the airplane overran the 2,350 foot grass runway and collided with a fence at the departure end of the landing area. Skid marks were found that matched the airplane's main landing gear tires. The skid marks began approximately 75 feet from the end of the runway and led to the fence.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot sufficiently slow the airplane, while landing on a grass runway.

Findings

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

Findings

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - GRASS
2. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

3. OBJECT - FENCE

Factual Information

On June 17, 1996, at 1030 central daylight time, a Piper PA-24-250, N8129P, registered to and operated by a private owner, sustained substantial damage during landing near Leander, Texas. The private pilot was uninjured. A flight plan was not filed for the Title 14 CFR Part 91 personal flight and visual meteorological conditions prevailed. The flight originated near Lakeway, Texas, at 1000.

Upon landing on the 2,350 foot grass runway at Kittie Hill Airport, the airplane over ran the runway and collided with a fence located at the end of the runway. The right horizontal stabilizer, the right wing, and the right aileron sustained substantial damage.

In the enclosed Pilot/Operator Report, the pilot stated that, during the landing roll, he turned left at the end of the runway and the "right main folded up causing the aircraft to run into the fence."

An FAA inspector conducted an on scene investigation and reported that linear ground scars corresponding to the airplane's main landing gear tires began approximately 75 feet from the end of the runway and led to the fence the airplane struck. During an interview conducted by the FAA inspector, the pilot reported that he "locked up" the brakes and the airplane skidded into the fence.

Pilot Information

Certificate:	Private	Age:	38, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 5, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	160 hours (Total, all aircraft), 25 hours (Total, this make and model), 130 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8129P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-3382
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-540-A1D5
Registered Owner:	TIMOTHY G. MITCHELL	Rated Power:	250 Horsepower
Operator:		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	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKEWAY , TX (3R9)	Type of Flight Plan Filed:	None
Destination:	(77T)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	KITTIE HILL 77T	Runway Surface Type:	Grass/turf
Airport Elevation:	1020 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2350 ft / 70 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.560228,-97.859718(est)

Administrative Information

Investigator In Charge (IIC): Snyder, Georgia

Additional Participating Persons:

Original Publish Date: September 19, 1996

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=19866>

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