



# Aviation Investigation Final Report

<b>Location:</b>	JACKSON, Wyoming	<b>Accident Number:</b>	FTW98LA200
<b>Date &amp; Time:</b>	May 1, 1998, 10:30 Local	<b>Registration:</b>	N8536P
<b>Aircraft:</b>	Piper PA-24-400	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The pilot said he was 'breaking in a new engine' and he did not reduce power fast enough. The airplane landed long on runway 18, which was 6,299 x 150 feet, asphalt, porous friction course overlay. He said he realized he was not going to be able to stop the airplane on the runway that remained, and also realized he did not have sufficient speed to abort the landing. Heavy braking caused the left tire to blow out, and the airplane departed the end of the runway. The left main landing gear collapsed when the airplane traversed a large dip at the end of the runway, and the airplane slid to a halt approximately 100 feet beyond. Airport officials reported finding 1,400 feet of skid marks. A light and variable wind was reported at the time of the accident. The pilot attributed the accident to his error in judgment. His recommendation: 'Always land near the threshold, leaving as much runway as possible. Pretty basic.'

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's misjudgment of distance and speed, while approaching to land; his failure to attain a proper touchdown point for landing; and his failure to go around, while there was sufficient runway remaining. A related factor was the uneven terrain, which was encountered beyond the end of the runway.

## Findings

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

Findings

1. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

On May 1, 1998, approximately 1030 mountain daylight time, a Piper PA-24-400, N8536P, was substantially damaged when it collided with terrain while landing at Jackson, Wyoming. The private pilot and commercial-rated passenger were not injured. Visual meteorological conditions prevailed, and a VFR flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated at Provo, Utah, approximately 0900.

The pilot had recently purchased the airplane from the passenger that was in the airplane. In his accident report, the pilot indicated he was "breaking in a new engine" and he did not reduce power fast enough. The airplane landed long on runway 18 (6,299 ft. x 150 ft., asphalt, porous friction course overlay). The pilot said he realized he was not going to be able to stop the airplane on the runway that remained, and also realized he did not have sufficient speed to abort the landing. Heavy braking caused the left tire to blow out, and the airplane departed the end of the runway. The left main landing gear collapsed when the airplane traversed a large dip at the end of the runway, and the airplane slid to a halt approximately 100 feet beyond. Airport officials reported finding 1,400 feet of skid marks.

The pilot attributed the accident to "poor judgment" and his error. His recommendation: "Always land near the threshold, leaving as much runway as possible. Pretty basic."

Later examination of the airplane by an FAA inspector revealed a wrinkled and dented left wing, a torn left flap, damaged elevator and both wing tips, two main tires blown out, and a collapsed landing gear.

A light and variable wind was reported at the time of the accident.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 18, 1997
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	275 hours (Total, all aircraft), 35 hours (Total, this make and model), 200 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8536P
<b>Model/Series:</b>	PA-24-400 PA-24-400	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	26-117
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 23, 1998 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	3 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2986 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-720-A1A
<b>Registered Owner:</b>	MARK SHERANIAN	<b>Rated Power:</b>	400 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	JAC ,6445 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	09:35 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	7°C / -5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	PROVO , UT (PVU)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	(JAC)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	09:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	JACKSON HOLE JAC	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6445 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	6299 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, Arnold
<b>Additional Participating Persons:</b>	JAMES E GILCHRIST; SALT LAKE CITY , UT
<b>Original Publish Date:</b>	February 15, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=20590">https://data.nts.gov/Docket?ProjectID=20590</a>

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