



Aviation Investigation Final Report

Location:	HAZLETON, Pennsylvania	Accident Number:	NYC86LA045
Date & Time:	December 1, 1985, 15:20 Local	Registration:	N4324D
Aircraft:	PIPER PA-34	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

PIPER AIRCRAFT RAN OFF THE RUNWAY DURING LANDING AT HAZLETON PENNSYLVANIA. ACCORDING TO THE PILOT THE FIRST APPROACH WAS MISSED DUE TO BAD VISIBILITY. THE FLIGHT RETURNED TO THE INITIAL APPROACH FIX FOR A SECOND ATTEMPT. THE PILOT BROKE OUT OF THE CLOUDS AT ABOUT 700 FT, THE PILOT SET FULL FLAPS AND TOUCHED DOWN ABOUT MID WAY DOWN RUNWAY 28. THE AIRCRAFT BEGAN TO HYROPLANE ON THE WET SURFACE. ON APPLYING POWER FOR GO AROUND, THE RIGHT ENGINE DID NOT RESPOND. THE PILOT REDUCED POWER TO ABORT. THE AIRCRAFT CONTINUED OFF THE RUNWAY BREAKING ONE RUNWAY LIGHT, GROUND LOOPED COLLAPSING RIGHT MAIN GEAR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: MISSED APPROACH (IFR)

Findings

1. WEATHER CONDITION - FOG

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: OVERRUN
Phase of Operation: LANDING - ROLL

Occurrence #4: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	65, 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:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 26, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	28140 hours (Total, all aircraft), 55 hours (Total, this make and model), 27750 hours (Pilot In Command, all aircraft), 123 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4324D
Model/Series:	PA-34 PA-34	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-8433019
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	January 28, 1985 Annual	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	285 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	TSIO-360
Registered Owner:	KOLA	Rated Power:	220 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	1 miles
Lowest Ceiling:	Unknown / 700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2°C
Precipitation and Obscuration:	N/A - None - Rain		
Departure Point:	LANCASTER , PA (LNS)	Type of Flight Plan Filed:	IFR
Destination:	HAZLETON , PA (HZL)	Type of Clearance:	IFR
Departure Time:	14:50 Local	Type of Airspace:	Class E

Airport Information

Airport:	HAZLETON HZL	Runway Surface Type:	Asphalt
Airport Elevation:	1604 ft msl	Runway Surface Condition:	Wet
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	4900 ft / 90 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	40.949008,-75.970878(est)

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=30274>

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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](#).