



Aviation Investigation Final Report

Location:	MATAMORIS, Pennsylvania	Accident Number:	NYC83LA137
Date & Time:	June 9, 1983, 09:30 Local	Registration:	N7522P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT LANDED DOWNWIND AND OVERRAN THE RUNWAY AFTER WHICH IT COLLIDED WITH A FENCE DURING A PRECAUTIONARY LANDING. THE PILOT HAD DISCOVERED A BAD BRAKE CYLINDER AND FUEL SELECTOR VALVE AND WAS RETURNING THE ACFT TO THE MECHANIC WHO HAD PERFORMED THE ANNUAL 5 WKS EARLIER. DURING THE TRIP HE RAN LOW ON FUEL AND COULD NOT SWITCH TANKS SO HE LANDED DOWNWIND BECAUSE OF WIRES AT THE OPPOSITE END OF THE RUNWAY. ACCORDING TO THE PILOT THERE WAS 23 GALLONS OF FUEL IN THE TANK BEING USED. HE SAID HE ENCOUNTERED HEAD WINDS WHICH FORCED HIM TO LAND AT THE PRIVATE STRIP WHERE THE ACCIDENT OCCURRED.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND

- 5. (C) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
- 6. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
- 7. (C) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND

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

Findings

- 8. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 22, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft), 700 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7522P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-2724
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3000 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1A5
Registered Owner:	RICHARD LITKE	Rated Power:	250 Horsepower
Operator:		Operating Certificate(s) Held:	
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	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OXFORD , CT (OXC)	Type of Flight Plan Filed:	None
Destination:	MONTICELLO , NY (MSV)	Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	

Airport Information

Airport:	DERVEND	Runway Surface Type:	Asphalt;Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	1500 ft	VFR Approach/Landing:	Precautionary landing

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:	41.36988,-74.739913(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.nts.gov/Docket?ProjectID=35199>

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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](#).