



Aviation Investigation Final Report

Location:	CLARION, Pennsylvania	Accident Number:	NYC85LA108
Date & Time:	April 18, 1985, 07:15 Local	Registration:	N506AC
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE PURPOSE OF THE FLIGHT WAS TO POSITION THE AIRCRAFT AT PITTSBURGH, PA. DURING THE TAKEOFF ROLL AT BUFFALO, TWO TO THREE SHORT POWER SURGES IN THE NO. 1 ENGINE WERE EXPERIENCED BUT THE PILOT DECIDED NOT TO ABORT AND CONTINUED TO DESTINATION. THE AIRCRAFT RAN SMOOTHLY WITH THE MIXTURE LEANED AND THE RPM AT 2400. HOWEVER WHEN THE PILOT FURTHER LEAN THE LEFT MIXTURE, THE NO. 1 ENGINE BEGAN TO SURGE AS THOUGH IT WAS FUEL STARVED. A PRECAUTIONARY LANDING WAS MADE AT CLARION AIRPORT, WHILE LANDING, AT 60 KNOTS. THE AIRCRAFT CONTINUED ROLLING OFF THE RUNWAY THROUGH THE GRASS AND OVER A 10' CLIFF.

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) FLUID,FUEL - STARVATION
2. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

3. (C) PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
4. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
5. (C) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
6. (C) LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	22, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	170 hours (Total, all aircraft), 170 hours (Total, this make and model), 2066 hours (Pilot In Command, all aircraft), 190 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N506AC
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	277305018
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TIO-540
Registered Owner:	AIR CONTINENTAL, INC.	Rated Power:	310 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
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:	DUJ	Distance from Accident Site:	
Observation Time:	06:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BUFFALO , NY (BUF)	Type of Flight Plan Filed:	None
Destination:	PITTBURGH , PA (AGC)	Type of Clearance:	
Departure Time:	06:15 Local	Type of Airspace:	

Airport Information

Airport:	CLARION CO. 11D	Runway Surface Type:	Asphalt
Airport Elevation:	1458 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	3500 ft / 75 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:	41.209571,-79.380508(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=35861>

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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](#).