



# Aviation Investigation Final Report

<b>Location:</b>	EASTON, Pennsylvania	<b>Accident Number:</b>	NYC91LA233
<b>Date &amp; Time:</b>	September 10, 1991, 12:05 Local	<b>Registration:</b>	N55145
<b>Aircraft:</b>	PIPER PA-34-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

A SINGLE ENGINE CFI WAS RECEIVING DUAL INSTRUCTION TO BE UPGRADED TO A MULTI ENGINE CFI. THE PILOT RECEIVING INSTRUCTION WAS HAVING DIFFICULTY WITH RUNWAY ALIGNMENT AND HANDLING THE CROSSWIND AND TURNED CONTROL OF THE AIRPLANE OVER TO THE PIC. THE PIC CONTINUED THE APPROACH AND LANDING. THE RUNWAY SURFACE WAS WET FROM RAIN AND THE AIRPLANE OVERRAN THE RUNWAY AND WENT INTO A PLOWED FIELD. THE PIC SAID HE LANDED IN THE FIRST 1/3. A WITNESS SAID THE LANDING WAS 2/3 TO 3/4 DOWN THE RUNWAY WHICH IS 1953 FEET LONG. THE AIRPLANE WAS NOT EQUIPPED WITH BRAKE PEDALS ON THE RIGHT SIDE AND THE FAA SAID THEY DID NOT NOTICE ANY SKID MARKS IN THE GRASS. THE PIC SAID HE BRAKED THE AIRPLANE USING THE PARKING BRAKE LEVER LOCATED ON THE LOWER INSTRUMENT PANEL BETWEEN THE TWO PILOT SEATS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN OVERRUN AFTER THE PILOT-IN-COMMAND LANDED LONG ON A SHORT, WET RUNWAY. A FACTOR RELATED TO THE ACCIDENT WAS THE FAILURE OF THE PILOT TO MAKE A GO-AROUND.

## Findings

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

#### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
2. (F) TERRAIN CONDITION - WET
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND(CFI)
4. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND(CFI)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 26, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1855 hours (Total, all aircraft), 211 hours (Total, this make and model), 1676 hours (Pilot In Command, all aircraft), 242 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N55145
<b>Model/Series:</b>	PA-34-200 PA-34-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	34-7350178
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Annual	<b>Certified Max Gross Wt.:</b>	4200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360
<b>Registered Owner:</b>	JEFF VAN ARSDALE	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	JEFF VAN ARSDALE	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Broken / 5000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	Moderate - None - Rain		
<b>Departure Point:</b>	ALLENTOWN , PA (ABE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:40 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	EASTON N43	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	399 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	VOR
<b>Runway Length/Width:</b>	1953 ft / 50 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor, 1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	40.680789,-75.220573(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hancock, Robert
<b>Additional Participating Persons:</b>	ROD BOUREY; ALLENTOWN , PA FRANK ALOTTA; ALLENTOWN , PA
<b>Original Publish Date:</b>	May 3, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=37009">https://data.ntsb.gov/Docket?ProjectID=37009</a>

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