



# Aviation Investigation Final Report

<b>Location:</b>	NORWOOD, Massachusetts	<b>Accident Number:</b>	NYC94LA042
<b>Date &amp; Time:</b>	December 19, 1993, 16:08 Local	<b>Registration:</b>	N8210H
<b>Aircraft:</b>	PIPER PA-32-R-301T	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT RECEIVED AN ADVISORY FROM THE CONTROL TOWER INDICATING THE RUNWAY WAS COVERED WITH 2 INCHES OF WET SNOW. HE THEN PROCEEDED TO INITIATE A TAKEOFF. THE PILOT SAID THE AIRPLANE WAS NOT ACCELERATING AND ABORTED THE TAKEOFF. HE SAID HE DID NOT USE BRAKES TO AVOID SKIDDING AND THE AIRPLANE RAN OFF THE DEPARTURE END OF THE RUNWAY, AND INTO AN DITCH.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delay in aborting the takeoff which resulted in a overrun of the runway. Factors were a snow covered runway, takeoff speed not attained, brakes not used, and a ditch.

## Findings

Occurrence #1: OVERRUN  
Phase of Operation: TAKEOFF - ABORTED

### Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
  2. (F) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
  3. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
  4. (F) BRAKES(NORMAL) - NOT USED - PILOT IN COMMAND
-

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - ABORTED

Findings

5. (F) TERRAIN CONDITION - DITCH

## Factual Information

On December 19, 1993, at 1608 eastern standard time, a Piper PA-32-R-301T, N8210H, operated by Mr. Richard E. Fleming, of Princeton, New Jersey, overran the runway during an aborted takeoff at Norwood, Massachusetts. The airplane received substantial damage. The pilot and three passengers were not injured. Instrument meteorological conditions prevailed and the flight was operating on an instrument flight rules (IFR) flight plan under 14 CFR Part 91.

The pilot called the control tower to taxi for departure. At 1559, he was told, "...braking action was about an hour and half ago uh poor by a vehicle." The pilot then asked if he could back taxi down the runway for departure and that was approved.

At 1606, the pilot was given the following from the local controller, "...new field condition from the airport manager..., all surfaces covered two inches of wet snow, braking action reported poor by the vehicle." This was acknowledged by the pilot. He was then cleared for takeoff and the winds were reported as calm. At 1608, the pilot called the control tower and said, "Ahrr we're off the runway sir."

In a written statement, the pilot said:

...On take-off roll, the airplane accelerated initially, and there was never [an] indication of a failure to develop power. However, I sensed that we were not achieving a lift-off and did not have flying speed. I cut the power but did not attempt to brake to avoid skidding. We ran straight ahead off the runway and into the wet field. There was a ditch which forced us to tip forward, striking the nose and propeller into the wet ground....

## Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 1, 1993
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2120 hours (Total, all aircraft), 932 hours (Total, this make and model), 2050 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8210H
<b>Model/Series:</b>	PA-32-R-301T PA-32-R-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32R-8339054
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	December 1, 1993 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	4 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2250 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TIO-540-S1AD
<b>Registered Owner:</b>	OQUOSSOC ASSOCIATES	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	RICHARD E. FLEMING	<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>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	OWD ,50 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	15:45 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	0.25 miles
<b>Lowest Ceiling:</b>	300 ft AGL	<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>	29 inches Hg	<b>Temperature/Dew Point:</b>	0°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	PRINCETON , NJ (39N )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	16:06 Local	<b>Type of Airspace:</b>	Class D;Class E

## Airport Information

<b>Airport:</b>	NORWOOD MEMORIAL OWD	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	50 ft msl	<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4007 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hancock, Robert
<b>Additional Participating Persons:</b>	MERRILL CROSS; BEDFORD , MA
<b>Original Publish Date:</b>	October 20, 1994
<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=38722">https://data.nts.gov/Docket?ProjectID=38722</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).