



# Aviation Investigation Final Report

<b>Location:</b>	SOUTH BETHLEHEM, New York	<b>Accident Number:</b>	NYC94LA055
<b>Date &amp; Time:</b>	March 5, 1994, 10:00 Local	<b>Registration:</b>	N7139P
<b>Aircraft:</b>	PIPER PA-24-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during the landing the left wingtip struck a snowbank next to the left side of the runway. The aircraft swerved to the left and the right wing also struck the snow bank.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN PROPER ALIGNMENT WITH THE RUNWAY AND THE INADEQUATE SNOW REMOVAL.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL
2. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

On March 5, 1994, at 1000 eastern standard time, a Piper PA-24, N7139P, was substantially damaged when the aircraft collided with a snow bank while landing at South Albany Airport, South Bethlehem, New York. The private pilot and one passenger were not injured. The aircraft was being operated as a personal flight by P.T. Air Inc., Albany, New York. Visual meteorological conditions prevailed. A flight plan had not been filed for the flight operating under 14 CFR Part 91.

According to NTSB form 6120.1/2 the pilot stated:

...After touchdown on [runway 01]...left wing tip caught snow bank along left side of runway. This caused right wing to come around and hit snow bank on left side. Left snow bank was very close to edge of left side of runway and right snow bank was pushed 10'-15' back from the right side of the runway.

In a telephone interview, the FAA inspector stated the aircraft landed right of centerline and corrected left. It was also revealed that the runway was immediately plowed after the occurrence. Consequently, no verification could be made as to the condition of the runway. There were no NOTAMS issued for the runway conditions or height of the snow banks.

The passenger was a certified private pilot but the aircraft did not require a second pilot.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 2, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	410 hours (Total, all aircraft), 50 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7139P
<b>Model/Series:</b>	PA-24-250 PA-24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-2304
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 1, 1993 Annual	<b>Certified Max Gross Wt.:</b>	2900 lbs
<b>Time Since Last Inspection:</b>	25 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5200 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540
<b>Registered Owner:</b>	P T AIR INC.	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>		<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>	ALB	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	14:50 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown / 5500 ft AGL	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	Broken / 5500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	18 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	3°C / -8°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ALBANY , NY (ALB )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SOUTH ALBANY 4B0	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	190 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	1	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2860 ft / 30 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	42.529243,-73.849449(est)

## Administrative Information

**Investigator In Charge (IIC):** Jones, Dennis

**Additional Participating Persons:**

**Original Publish Date:** November 18, 1994

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=38734>

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