



Aviation Investigation Final Report

Location:	WHITE PLAINS, New York	Accident Number:	NYC94LA121
Date & Time:	July 12, 1994, 09:16 Local	Registration:	N323CB
Aircraft:	PIPER PA-60-700P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor, 4 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

DURING AN ABORTED TAKEOFF, THE AIRPLANE OVERRAN THE 4451 FOOT LONG RUNWAY, WENT DOWN A HILL, AND STRUCK A FENCE. ACCORDING TO THE PILOT, 'DURING THE TAKEOFF ROLL, THE INDICATED AIRSPEED NEEDLE CLIMBED TO APPROXIMATELY 60 KNOTS, BUT THEN WOULD GO NO FURTHER...MY ATTEMPTS TO DISLodge IT BY TAPPING ON THE FACE OF THE GAUGE WERE FUTILE...I PULLED BACK THE THROTTLES AND APPLIED FULL BRAKES...' THE PILOT REPORTED THAT BASED ON THE EXISTING CONDITIONS 'THE AIRPLANE CAN ACCELERATE FROM REST TO ROTATION SPEED AND BACK TO REST IN LESS THAN 3500 FEET.' THE EXAMINATION OF THE AIRPLANE REVEALED THE PITOT TUBE WAS INTERNALLY OBSTRUCTED WITH AN INSECT AND MUD.

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. A factor was internal obstruction of the pitot tube.

Findings

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

- Findings
1. (F) PITOT/STATIC SYSTEM - BLOCKED(PARTIAL)

2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. OBJECT - FENCE

Factual Information

On July 12, 1994 at 0916 eastern daylight time, a Piper PA- 60-700P, N323CB, owned and operated by Clifford Botway, Inc., of New York, New York, overran the runway during an aborted takeoff, at Westchester County Airport, White Plains, New York. The airplane was destroyed by fire. One passenger received minor injuries. The pilot and 3 passengers were not injured. Visual meteorological conditions prevailed and an instrument flight rules (IFR) flight plan had been filed for the business flight operating under 14 CFR Part 91.

In the NTSB Accident Report, the pilot stated:

...during the take-off roll, the indicated air speed needle climbed to approximately 60 knots, but then would go no further...my attempts to dislodge it by tapping on the face of the gauge were futile...I pulled back the throttles and applied full brakes...

When interviewed after the accident, the pilot reported when the airplane was 2/3 to 3/4 of the way down the runway, he aborted the takeoff. The airplane overran the departure end of the runway, and became momentarily airborne as the terrain sloped down. When the airplane struck the ground, the landing gear was driven up through the wings, and then the airplane slid into a chain link fence, where it stopped. Fire immediately appeared in both engines as the occupants evacuated the airplane through the left forward door.

Skid marks were measured on the runway for a distance of 637 feet prior to the end of the runway. The airplane traveled an additional 221 feet beyond the end of the runway, prior to coming to rest.

According to the Airport Facility Directory, runway 29 was 4451 feet long, and 150 feet wide. The runway surface was grooved concrete and was dry.

Post accident investigation was conducted under the direction of the NTSB and FAA, by Empire Avionics, Inc. According to the report from Empire Avionics, Inc.:

Checked Pitot system. Found that Pitot system was blocked. Removed Pitot mast and hooked directly to line. Pitot system now operates normally. Checked pitot tube, found clogged. Blew out Pitot mast with compressed air. Found Mud and Bug was in tube....

The pitot tube was located on the top of the vertical stabilizer.

The airplane had been modified with larger engines. The performance charts were not changed. The performance equaled or was better than shown on the charts. According to the ACCELERATE/STOP chart for 20 degrees of flaps, the airplane would require 3625 feet. The

FAA reported the wing flaps were extended approximately 20 degrees.

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 2, 1994
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1619 hours (Total, all aircraft), 1033 hours (Total, this make and model), 1424 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N323CB
Model/Series:	PA-60-700P PA-60-700P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	60-8365007
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	February 22, 1994 Annual	Certified Max Gross Wt.:	6315 lbs
Time Since Last Inspection:	40 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	775 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-AA1A5M
Registered Owner:	CLIFFORD BOTWAY INC.	Rated Power:	350 Horsepower
Operator:		Operating Certificate(s) Held:	None
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:	HPN ,439 ft msl	Distance from Accident Site:	
Observation Time:	08:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	20 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:	23°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	ELKHART , IN (EKM)	Type of Clearance:	IFR
Departure Time:	09:16 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	WESTCHESTER COUNTY HPN	Runway Surface Type:	Concrete
Airport Elevation:	439 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	4451 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 4 None	Latitude, Longitude:	41.050407,-73.739768(est)

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	TOM SHEA; FARMINGDALE , NY BOB SWITTER; FARMINGDALE , NY
Original Publish Date:	January 26, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=38787

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](#).