



Aviation Investigation Final Report

Location:	MATAWAN, New Jersey	Accident Number:	NYC96LA081
Date & Time:	March 31, 1996, 13:35 Local	Registration:	N9101P
Aircraft:	Piper PA-24-260	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot planned to perform three landings to runway 27, a 2156 foot long, 40 foot wide runway with obstructions at both ends, for his recent currency experience. During the third landing while on final approach, the pilot stated that the airplane sunk and struck the ground. The airplane came to rest approximately 20 feet from the approach end of the runway. The pilot reported that the weather was perfect, and he did not report any mechanical malfunctions with the airplane. Additionally, postaccident examination of the airplane did not reveal any preimpact anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's misjudgment of altitude and distance during final approach.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings
1. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Factual Information

On March 31, 1996, about 1335 eastern standard time, a Piper PA-24-260, N9101P, was substantially damaged when it landed short of runway 27, at the Malboro Airport, Matawan, New Jersey. The private pilot was not injured. Visual meteorological conditions prevailed for the local flight. There was no flight plan for the personal flight conducted under 14 CFR Part 91.

The pilot reported that the purpose of the flight was to conduct three landings to obtain his recent currency experience. The pilot was conducting the landings to runway 27, which was a 2156 foot long, 40 foot wide runway, with obstructions at both ends. During the third landing, while on final approach, the airplane sank and impacted the ground. The pilot did not report any mechanical malfunctions with the airplane and stated that the weather was perfect.

Postaccident examination of the wreckage by a Federal Aviation Administration Inspector revealed that the airplane came to rest approximately 20 feet from the approach end of the runway. Additionally, there were no preimpact anomalies with the airplane.

Pilot Information

Certificate:	Private	Age:	74, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 1, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1100 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9101P
Model/Series:	PA-24-260 PA-24-260	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-4577
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 14, 1996 Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1932 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-D4A5
Registered Owner:	LOUIS E. REZEM	Rated Power:	260 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:	EWR ,18 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	13:50 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	15 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:	14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(2N8)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	MARLBORO 2N8	Runway Surface Type:	Asphalt
Airport Elevation:	122 ft msl	Runway Surface Condition:	
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2156 ft / 40 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Kukla, Randi-jean
Additional Participating Persons:	RAYMOND W FISCHER; TETERBORO , NJ
Original Publish Date:	August 20, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=39163

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