



Aviation Investigation Final Report

Location:	GREENCASTLE, Pennsylvania	Accident Number:	NYC99LA189
Date & Time:	July 31, 1999, 14:30 Local	Registration:	N5801P
Aircraft:	Piper PA24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was on approach to a 1,800 foot long, turf runway. When the airplane was above the runway threshold, the pilot pulled the power back; however, the airplane 'floated' about 1,000 feet down the runway. The pilot then retracted the flaps and the airplane touched down. The pilot stated that braking action on the runway was poor, and when he noticed the airplane was approaching the trees located at the end of the runway, he intentionally 'ground-looped' the airplane. The airplane's left main landing gear collapsed, and the left wing contacted the runway. The pilot did not report any mechanical malfunctions of the airframe or engine.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgement of speed and distance during the approach and his failure to perform a go around.

Findings

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

- Findings
1. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 2. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND

Factual Information

On July 31, 1999, about 1430 eastern daylight time, a Piper, PA24-250, N5801P, was substantially damaged while landing at the Cumberland Valley Airstrip Airport, Greencastle, Pennsylvania. The certificated private pilot and passenger were not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the flight that departed the Williamsport Regional Airport, Williamsport, Pennsylvania, about 1330. The personal flight was conducted under 14 CFR Part 91.

The airplane was landing on runway 09, a 1,800 foot long, 150 foot wide, turf runway.

In a telephone interview, the pilot stated he conducted a short field approach to the runway. On final approach, the airplane's flaps were fully extended and the pilot maintained an airspeed of 80 miles per hour. When the airplane was above the runway threshold, the pilot pulled the power back; however, the airplane "floated" about 1,000 feet down the runway. The pilot then retracted the flaps and the airplane touched down. The pilot stated that braking action on the runway was poor, and when he noticed the airplane was approaching the trees located at the end of the runway, he intentionally "ground-looped" the airplane.

The airplane's left main landing gear collapsed, and the left wing contacted the runway.

The pilot did not report any mechanical malfunctions of the airframe or engine.

The pilot reported about 1,150 hours of total flight experience, of which 970 hours, were in the accident airplane.

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-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:	July 13, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1065 hours (Total, all aircraft), 915 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5801P
Model/Series:	PA24-250 PA24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24881
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 10, 1999 Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4200 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540
Registered Owner:	SCS INC.	Rated Power:	250 Horsepower
Operator:	CLAUDE J. HEFFNER	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:	HGR ,705 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	35°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WILLIAMSPORT , PA (IPT)	Type of Flight Plan Filed:	None
Destination:	(74W)	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	CUMBERLAND VALLEY 74W	Runway Surface Type:	Grass/turf
Airport Elevation:	550 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	1800 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.79047,-77.719108(est)

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	CHUCK MARTIN; HARRISBURG , PA
Original Publish Date:	June 22, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=47039

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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](#).