



# Aviation Investigation Final Report

<b>Location:</b>	PITTSTOWN, New Jersey	<b>Accident Number:</b>	NYC99LA186
<b>Date &amp; Time:</b>	July 31, 1999, 13:00 Local	<b>Registration:</b>	N6PS
<b>Aircraft:</b>	Pitts S-2A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

A normal approach was performed to Runway 26. A check of the windsock indicated a light crosswind from the left. As the airplane approached the end of the runway, it encountered a downdraft, and power was added to compensate. The airplane then impacted a bush, located about 15 feet from the approach end of the runway, touched down hard, and skidded off the left side of the runway into grass.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to obtain the proper touchdown point.

## Findings

Occurrence #1: UNDERSHOOT  
Phase of Operation: LANDING

### Findings

1. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND  
-----

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

## Factual Information

On July 31, 1999, about 1300 Eastern Daylight Time, a Pitts S-2A, N6PS, was substantially damaged while landing at the Alexandria Airport (N85), Pittstown, New Jersey. The certificated private pilot, and the pilot passenger received minor injuries. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight that originated at the Aeroflex-Andover Airport (12N), Andover, New Jersey, conducted under 14 CFR Part 91.

The pilot stated that following an uneventful flight from 12N, she entered the traffic pattern at N85. All necessary pre-landing checks were completed, and a normal approach was performed to Runway 26, a 2,550 foot long asphalt runway. A check of the windsock indicated a light crosswind from the left.

As the airplane approached the end of the runway, it encountered sink, and power was added to compensate. The airplane then impacted a bush, located about 15 feet from the approach end of the runway, touched down hard, and skidded off the left side of the runway into grass. The airplane came to rest upright, nose down.

The weather reported at an airport, located about 16 miles to the northwest, at 1251 was; winds variable at 3 knots, and a temperature of 91 degrees Fahrenheit.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	36,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 26, 1998
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	403 hours (Total, all aircraft), 51 hours (Total, this make and model), 301 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Pitts	<b>Registration:</b>	N6PS
<b>Model/Series:</b>	S-2A S-2A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Aerobatic; Normal	<b>Serial Number:</b>	2006
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	March 1, 1999 Annual	<b>Certified Max Gross Wt.:</b>	1575 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	AEIO-360
<b>Registered Owner:</b>	THIN AIR LTD	<b>Rated Power:</b>	200 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>	ABE ,394 ft msl	<b>Distance from Accident Site:</b>	19 Nautical Miles
<b>Observation Time:</b>	12:51 Local	<b>Direction from Accident Site:</b>	290°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<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>	33°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ANDOVER , NJ (12N )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(N85 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ALEXANDRIA AIRPORT N85	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	480 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2550 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Demko, Stephen
<b>Additional Participating Persons:</b>	JAMES WOHLHUETTER; ALLENTOWN , PA
<b>Original Publish Date:</b>	August 3, 2000
<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=47045">https://data.nts.gov/Docket?ProjectID=47045</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](#).