



Aviation Investigation Final Report

Location:	Grt. Barrington, Massachusetts	Accident Number:	NYC04CA066
Date & Time:	February 9, 2004, 14:40 Local	Registration:	N6760A
Aircraft:	Piper PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was landing on runway 29, a 2,579-foot-long, asphalt runway. The pilot stated he misjudged the airplane's altitude and speed, and landed halfway down the runway. The airplane departed the end of the runway and struck a snow bank. Winds reported at an airport located about 18 miles north-northeast of the accident site, were from 230 degrees at 10 knots, with 17 knot gusts. In addition, the winds were reported as variable between 200 and 260 degrees.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of the airplane's distance/speed and failure to obtain the proper touchdown point, which resulted in an overrun. A factor was the cross wind.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
 3. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

4. TERRAIN CONDITION - SNOWBANK

Factual Information

On February 9, 2004, about 1440 eastern standard time, a Piper PA-23-250, N6760A, was substantially damaged while landing at the Great Barrington Airport (GBR), Great Barrington, Massachusetts. The certificated commercial pilot and a passenger were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the flight that departed the Waterbury-Oxford Airport, Oxford, Connecticut. The personal flight was conducted under 14 CFR Part 91.

The airplane was landing on runway 29, a 2,579-foot-long, asphalt runway.

In a written statement, the pilot said he experienced a crosswind during the landing approach. He further stated:

"...I misjudged my altitude and speed for this day and landed halfway down the runway. Unfortunately, it was too short and too fast for the conditions, and I skidded off the end of the runway into a snow bank...."

Examination of the airplane by a Federal Aviation Administration inspector did not reveal any mechanical malfunctions. Nor did the pilot report any.

The pilot reported 3,409 hours of total flight experience, which included 750 hours in make and model.

Winds reported at an airport located about 18 miles north-northeast of GBR, at 1454, were from 230 degrees at 10 knots, with 17 knot gusts. In addition, the winds were reported as variable between 200 and 260 degrees.

Pilot Information

Certificate:	Commercial	Age:	72, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 5, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 19, 2003
Flight Time:	3409 hours (Total, all aircraft), 750 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6760A
Model/Series:	PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	27-7954086
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	February 5, 2003 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3629 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-540
Registered Owner:	Mahdavian Family Partnership LP	Rated Power:	250 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PSF,1194 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	14:54 Local	Direction from Accident Site:	20°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	2°C / -9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Oxford, CT (OXC)	Type of Flight Plan Filed:	None
Destination:	Grt. Barrington, MA (GBR)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	GREAT BARRINGTON GBR	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	Unknown
Runway Length/Width:	2579 ft / 50 ft	VFR Approach/Landing:	Traffic pattern

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:	42.230857,-71.530754(est)

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	Chester M Ogorzalek; Windsor Locks
Original Publish Date:	April 28, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=58722

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