



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | East Hampton, New York               | <b>Accident Number:</b> | IAD05LA109  |
| <b>Date &amp; Time:</b>        | July 2, 2005, 14:30 Local            | <b>Registration:</b>    | N3YP        |
| <b>Aircraft:</b>               | Beech BE-35-C33A                     | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

During the approach to the runway, the airplane's sink rate increased and the airplane landed a few feet short of the runway, resulting in substantial damage. When asked how the accident could have been prevented, the pilot stated "better judgment."

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain the proper touchdown point during landing, which resulted in the airplane touching down short of the landing surface.

## Findings

Occurrence #1: UNDERSHOOT  
Phase of Operation: LANDING

### Findings

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

## Factual Information

On July 2, 2005, about 1430 eastern daylight time, a Beech BE-35-C33A, N3YP, was substantially damaged when it landed short of the runway at East Hampton Airport (HTO), East Hampton, New York. The certificated commercial pilot/owner and passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the 14 CFR Part 91 personal flight, which originated at Meriden Markham Municipal Airport (MMK), Meriden, Connecticut.

According to the pilot, he was aiming to land on the "numbers" for runway 28. During the short final leg of the approach, the airplane's sink rate increased. The airplane landed "a few feet" short of the runway.

On July 26, 2005 a Federal Aviation Administration inspector examined the airplane and determined that it had sustained substantial damage during the off-runway landing.

The pilot held a commercial pilot certificate with ratings for airplane single engine land, airplane single engine sea, and instrument airplane. He reported 3,038 total hours of flight experience in single engine airplanes, 1,611 hours of which were in the accident airplane make and model.

The pilot reported no mechanical anomalies associated with the airplane, and when asked how the accident could have been prevented, the pilot stated "better judgment."

The weather reported at East Hampton Airport, at 1550, included winds from 180 degrees at 6 knots, and scattered clouds at 10,000 feet.

## Pilot Information

|                                  |   |  |              |
|----------------------------------|---|--|--------------|
| <b>Certificate:</b>              | Commercial  | <b>Age:</b>                              | 64, Male     |
| <b>Airplane Rating(s):</b>       | Single-engine land; Single-engine sea   | <b>Seat Occupied:</b>                    | Left         |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   |              |
| <b>Instrument Rating(s):</b>     | Airplane  | <b>Second Pilot Present:</b>             | No           |
| <b>Instructor Rating(s):</b>     | None  | <b>Toxicology Performed:</b>             | No           |
| <b>Medical Certification:</b>    | Class 3 Without waivers/limitations   | <b>Last FAA Medical Exam:</b>            | June 1, 2004 |
| <b>Occupational Pilot:</b>       | UNK   | <b>Last Flight Review or Equivalent:</b> | May 1, 2004  |
| <b>Flight Time:</b>              | 1611 hours (Total, this make and model), 9 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft) |  |              |

## Aircraft and Owner/Operator Information

|                                      |                                |                                       |                 |
|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Beech                          | <b>Registration:</b>                  | N3YP            |
| <b>Model/Series:</b>                 | BE-35-C33A                     | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                                | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                         | <b>Serial Number:</b>                 | CE32            |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle         | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | July 1, 2004 Annual            | <b>Certified Max Gross Wt.:</b>       | 3300 lbs        |
| <b>Time Since Last Inspection:</b>   | 48 Hrs                         | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 2948 Hrs as of last inspection | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          | Installed, not activated       | <b>Engine Model/Series:</b>           | I0520           |
| <b>Registered Owner:</b>             | On file                        | <b>Rated Power:</b>                   | 285 Horsepower  |
| <b>Operator:</b>                     | On file                        | <b>Operating Certificate(s) Held:</b> | None            |

## Meteorological Information and Flight Plan

|   |                                  |   |             |
|---|----------------------------------|---|-------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day         |
| <b>Observation Facility, Elevation:</b> | HTO,56 ft msl                    | <b>Distance from Accident Site:</b>         |             |
| <b>Observation Time:</b>                | 15:50 Local                      | <b>Direction from Accident Site:</b>        |             |
| <b>Lowest Cloud Condition:</b>          | Scattered / 10000 ft AGL         | <b>Visibility</b>                           | 10 miles    |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |             |
| <b>Wind Speed/Gusts:</b>                | 6 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | /           |
| <b>Wind Direction:</b>                  | 180°                             | <b>Turbulence Severity Forecast/Actual:</b> | /           |
| <b>Altimeter Setting:</b>               | 30.26 inches Hg                  | <b>Temperature/Dew Point:</b>               | 14°C / 11°C |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |             |
| <b>Departure Point:</b>                 | Meriden, CT (MMK )               | <b>Type of Flight Plan Filed:</b>           | None        |
| <b>Destination:</b>                     | East Hampton, NY (HTO )          | <b>Type of Clearance:</b>                   | None        |
| <b>Departure Time:</b>                  |                                  | <b>Type of Airspace:</b>                    |             |

## Airport Information

|                             |                          |                                  |         |
|-----------------------------|--------------------------|----------------------------------|---------|
| <b>Airport:</b>             | East Hampton Airport HTO | <b>Runway Surface Type:</b>      | Asphalt |
| <b>Airport Elevation:</b>   | 56 ft msl                | <b>Runway Surface Condition:</b> | Unknown |
| <b>Runway Used:</b>         | 28                       | <b>IFR Approach:</b>             | Unknown |
| <b>Runway Length/Width:</b> | 4255 ft / 100 ft         | <b>VFR Approach/Landing:</b>     | Unknown |

## Wreckage and Impact Information

|                            |        |                             |                      |
|----------------------------|--------|-----------------------------|----------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial          |
| <b>Passenger Injuries:</b> | 1 None | <b>Aircraft Fire:</b>       | None                 |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                 |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 40.959445,-72.251663 |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Diaz, Dennis  |
| <b>Additional Participating Persons:</b> | Anthony Murro; FAA/FSDO; Farmingdale, NY  |
| <b>Original Publish Date:</b>            | February 28, 2006   |
| <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=62057">https://data.nts.gov/Docket?ProjectID=62057</a> |

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