



Aviation Investigation Final Report

Location:	Greenacres, Washington	Accident Number:	SEA06CA171
Date & Time:	August 7, 2006, 15:30 Local	Registration:	N6549A
Aircraft:	Piper PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, "after landing, braking action was very poor due to a heavily irrigated section of runway 16 from mid-field to the departure end." The airplane's tires "appeared to hydroplane" on the wet grass runway surface, and the pilot was unable to stop the airplane from overrunning the end of the runway and striking a fence. An FAA inspector examined the airplane and reported that the bottom wing skin was torn and one aileron had a hole punctured in it. The pilot commented that the accident could have been prevented by "more close monitoring of the runway watering system" and "a physical check of the entire runway before takeoff to determine any variances in surface condition."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of an unsuitable landing runway which resulted in a runway overrun and collision with a fence. A contributing factor was the wet runway condition.

Findings

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

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - FENCE

Factual Information

On August 7, 2006, about 1530 Pacific daylight time, a Piper PA-23-250, N6549A, overran the runway and struck a fence during landing at Sky Meadows Airpark, Greenacres, Washington. The commercial pilot and his two passengers were not injured. The airplane, which was being operated by the pilot, sustained substantial damage. Visual meteorological conditions prevailed and no flight plan was filed for the 14 CFR Part 91 personal local flight. The flight departed from Sky Meadows about 45 minutes before the accident.

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Pilot Information

Certificate:	Commercial	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	May 1, 2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3898 hours (Total, all aircraft), 16 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6549A
Model/Series:	PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-7954006
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-540-C4B5
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Greenacres, WA (WN92)	Type of Flight Plan Filed:	None
Destination:	(WN92)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Sky Meadows Airpark WN92	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	16	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	3 None	Latitude, Longitude:	47.608612,-117.180557

Administrative Information

Investigator In Charge (IIC): Struhsaker, Georgia

Additional Participating Persons:

Original Publish Date: December 28, 2006

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.nts.gov/Docket?ProjectID=64408>

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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](#).