



Aviation Investigation Final Report

Location:	Big Creek, Idaho	Accident Number:	LAX07CA243
Date & Time:	August 4, 2007, 11:00 Local	Registration:	N9356K
Aircraft:	Piper PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot landed long, overran the departure end of the runway, and veered down an embankment. The pilot reported that he landed about 1/4 of the way down the runway, and he did not apply heavy braking until passing about midfield, but "the deceleration was not sufficient to stop before the end of the runway." About 1,100 feet of heavy braking evidence was noted in the surface of the turf runway. The pilot reported that no mechanical malfunctions had been experienced with his airplane. The airport's elevation is 5,743 feet mean sea level, and runway 01 is 3,550 feet long. A bystander reportedly indicated that a strong wind blew in a northerly direction as the pilot approached the airport's runway 01; however, the pilot indicated that upon arriving over the airport both windsocks indicated a calm wind.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of distance and speed, which led to a long landing, and his delayed application of brakes that resulted in long landing and a runway overrun.

Findings

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

Findings

1. WEATHER CONDITION - GUSTS
2. (C) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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

Findings

4. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Factual Information

On August 4, 2007, about 1100 mountain daylight time, a Piper PA-34-200T, N9356K, landed long on runway 01 at the Big Creek (uncontrolled) Airport, Big Creek, Idaho. The airplane overran the departure end of the runway and slid down an embankment. The airplane came to rest on its tail and left wing, and it was substantially damaged. The private pilot, who owned and operated the airplane, was not injured. Visual meteorological conditions prevailed at the time of the personal flight, and no flight plan had been filed. The flight was performed under the provisions of 14 CFR Part 91, and it originated from Salmon, Idaho, about 1030.

The pilot reported that upon arriving over the airport he observed both windsocks indicating the wind was calm. The pilot reported that he landed about 1/4 of the way down the runway. The pilot did not apply heavy breaking until passing about midfield, but "the deceleration was not sufficient to stop before the end of the runway." According to the pilot, he subsequently walked the airstrip and found tire marks from where he had applied hard braking to the accident site. The distance from the start of the marks to the end of the airstrip was about 1,100 feet. The pilot further reported that no mechanical malfunctions or failures were experienced with his airplane.

The pilot also reported that a witness to the approach (but not his landing) indicated a strong wind blew in a northerly direction as the pilot flew over the airstrip.

Big Creek Airport's runway 01 has a turf surface and is 3,550 feet long. The airport's elevation is 5,743 feet mean sea level.

Pilot Information

Certificate:	Private	Age:	55, 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:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	May 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1921 hours (Total, all aircraft), 1363 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9356K
Model/Series:	PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7670199
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	TSIO-360-EB10
Registered Owner:	Richard M. Natelson	Rated Power:	
Operator:		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	4 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	N/A - None - Smoke		
Departure Point:	Salmon, ID (SMN)	Type of Flight Plan Filed:	None
Destination:	Big Creek, ID (U60)	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	

Airport Information

Airport:	Big Creek U60	Runway Surface Type:	Grass/turf
Airport Elevation:	5743 ft msl	Runway Surface Condition:	Dry
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	3550 ft / 110 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	45.133056,-115.321945

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	Robert Martinez; Federal Aviation Administration; Boise, ID
Original Publish Date:	October 31, 2007
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=66402

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