



# Aviation Investigation Final Report

|                                |                             |                         |             |
|--------------------------------|-----------------------------|-------------------------|-------------|
| <b>Location:</b>               | ATLANTIC CITY, New Jersey   | <b>Accident Number:</b> | NYC82DA055  |
| <b>Date &amp; Time:</b>        | March 12, 1982, 08:00 Local | <b>Registration:</b>    | N1519T      |
| <b>Aircraft:</b>               | PIPER PA-34-200             | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                             | <b>Injuries:</b>        | 3 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation   |                         |             |

## Analysis

THE PILOT REPORTED THAT HE ELECTED TO FLY HIS IFR APPROACH TO THE RUNWAY WITH A 10 KT QUARTERING TAIL WIND. HE REPORTED ENCOUNTERING HYDROPLANING CONDITIONS AFTER LANDING WITHIN THE FIRST QUARTER OF THE RUNWAY. BY THE TIME HE CONSIDERED A GO-AROUND, THERE WAS INSUFFICIENT AIRSPEED AND RUNWAY REMAINING. ASYMMETRICAL POWER WAS USED TO TURN THE AIRCRAFT AND AVOID ENTERING WATER. SUBSEQUENTLY, THE LEFT MAIN GEAR STRUCK A LIGHT AND COLLAPSED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

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

#### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - TAILWIND
3. (F) TERRAIN CONDITION - WET
4. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND

- 6. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
- 7. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING

Findings

- 8. (F) MANEUVER - PERFORMED - PILOT IN COMMAND
- 9. (F) OBJECT - RUNWAY LIGHT
- 10. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

## Factual Information

### Pilot Information

|                                  |  |  |               |
|----------------------------------|--|--|---------------|
| <b>Certificate:</b>              | Commercial   | <b>Age:</b>                              | 27, Male      |
| <b>Airplane Rating(s):</b>       | Single-engine land; Multi-engine land  | <b>Seat Occupied:</b>                    | Unknown       |
| <b>Other Aircraft Rating(s):</b> |  | <b>Restraint Used:</b>                   |               |
| <b>Instrument Rating(s):</b>     | Airplane   | <b>Second Pilot Present:</b>             |               |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No            |
| <b>Medical Certification:</b>    | Class 2 Valid Medical--no waivers/lim.   | <b>Last FAA Medical Exam:</b>            | June 29, 1981 |
| <b>Occupational Pilot:</b>       | UNK  | <b>Last Flight Review or Equivalent:</b> |               |
| <b>Flight Time:</b>              | 2319 hours (Total, all aircraft), 174 hours (Total, this make and model), 1420 hours (Pilot In Command, all aircraft), 84 hours (Last 90 days, all aircraft) |  |               |

### Aircraft and Owner/Operator Information

|                                      |                        |                                       |                 |
|--------------------------------------|------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | PIPER                  | <b>Registration:</b>                  | N1519T          |
| <b>Model/Series:</b>                 | PA-34-200 PA-34-200    | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                        | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    |                        | <b>Serial Number:</b>                 | 34-7250337      |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle | <b>Seats:</b>                         | 7               |
| <b>Date/Type of Last Inspection:</b> | Unknown                | <b>Certified Max Gross Wt.:</b>       | 3600 lbs        |
| <b>Time Since Last Inspection:</b>   | 42 Hrs                 | <b>Engines:</b>                       | 2 Reciprocating |
| <b>Airframe Total Time:</b>          |                        | <b>Engine Manufacturer:</b>           | LYCOMING        |
| <b>ELT:</b>                          | Installed              | <b>Engine Model/Series:</b>           | IO-360-016      |
| <b>Registered Owner:</b>             | S. V. CAMPBELL         | <b>Rated Power:</b>                   | 200 Horsepower  |
| <b>Operator:</b>                     | S. V. CAMPBELL         | <b>Operating Certificate(s) Held:</b> |                 |
| <b>Operator Does Business As:</b>    |                        | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                     |   |      |
|---|---------------------|---|------|
| <b>Conditions at Accident Site:</b>     | Instrument (IMC)    | <b>Condition of Light:</b>                  | Day  |
| <b>Observation Facility, Elevation:</b> |                     | <b>Distance from Accident Site:</b>         |      |
| <b>Observation Time:</b>                |                     | <b>Direction from Accident Site:</b>        |      |
| <b>Lowest Cloud Condition:</b>          | Unknown             | <b>Visibility</b>                           |      |
| <b>Lowest Ceiling:</b>                  | Broken / 800 ft AGL | <b>Visibility (RVR):</b>                    |      |
| <b>Wind Speed/Gusts:</b>                | 10 knots /          | <b>Turbulence Type Forecast/Actual:</b>     | /    |
| <b>Wind Direction:</b>                  | 270°                | <b>Turbulence Severity Forecast/Actual:</b> | /    |
| <b>Altimeter Setting:</b>               |                     | <b>Temperature/Dew Point:</b>               | 43°C |
| <b>Precipitation and Obscuration:</b>   | N/A - None - Haze   |   |      |
| <b>Departure Point:</b>                 | BALTIMORE           | <b>Type of Flight Plan Filed:</b>           | IFR  |
| <b>Destination:</b>                     | ATLANTIC CITY       | <b>Type of Clearance:</b>                   | None |
| <b>Departure Time:</b>                  | 07:40 Local         | <b>Type of Airspace:</b>                    |      |

## Airport Information

|                             |                  |                                  |         |
|-----------------------------|------------------|----------------------------------|---------|
| <b>Airport:</b>             | BADER FIELD ACY  | <b>Runway Surface Type:</b>      | Asphalt |
| <b>Airport Elevation:</b>   | 0 ft msl         | <b>Runway Surface Condition:</b> | Wet     |
| <b>Runway Used:</b>         | 11               | <b>IFR Approach:</b>             | None    |
| <b>Runway Length/Width:</b> | 2950 ft / 100 ft | <b>VFR Approach/Landing:</b>     | None    |

## Wreckage and Impact Information

|                            |        |                             |             |
|----------------------------|--------|-----------------------------|-------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial |
| <b>Passenger Injuries:</b> | 2 None | <b>Aircraft Fire:</b>       | None        |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None        |
| <b>Total Injuries:</b>     | 3 None | <b>Latitude, Longitude:</b> |             |

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** March 12, 1983

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=69835>

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