



Aviation Investigation Final Report

Location:	SIMSBURY, Connecticut	Accident Number:	BF093LA072
Date & Time:	May 8, 1993, 07:45 Local	Registration:	N47448
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS LANDING ON A 2200 FOOT LONG RUNWAY. HE STATED THAT THIS WAS A NORMAL SHORT FIELD LANDING WITH FULL FLAPS, AND UPON TOUCHDOWN HE RETRACTED HIS FLAPS AND PROCEEDED TO APPLY HIS BRAKES. HE STATED THAT HIS LEFT BRAKE LOCKED UP AND HIS RIGHT BRAKE FAILED WHICH MADE THE AIRPLANE DIFFICULT TO CONTROL. HE ALSO REPORTED THAT THE MECHANIC HAD JUST WORKED 16 HOURS BLEEDING THE BRAKE SYSTEM, AND REPLACING BOTH BRAKE CYLINDERS. THE FAA REPORTED THAT THE AIRPLANE HAD TOUCHED DOWN HALF WAY DOWN THE RUNWAY, AND THERE WAS 535 FEET OF SKID MARKS ON THE RUNWAY. THE PILOT STATED THAT THE ACCIDENT COULD HAVE BEEN PREVENTED IF THE BRAKES AND RELATED SYSTEMS WERE EXAMINED FOR LEAKING FIXTURES THAT ALLOW AIR INTO THE SYSTEM. THE AIRPLANE EXITED THE RUNWAY AND THE RIGHT MAIN GEAR SHEARED OFF.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LACK OF BRAKING ACTION FROM THE RIGHT BRAKE. THE PILOT'S FAILURE TO ATTAIN THE PROPER TOUCHDOWN POINT WAS A RELATED FACTOR.

Findings

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

Findings

1. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL

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

Factual Information

On Saturday, May 8, 1993, at about 0745 eastern daylight time, N47448, a Piper PA 34 200T, owned and operated by Walter J Barrett of Circleville, New York, sustained substantial damage during landing at Simsbury Airport, Simsbury, Connecticut. Visual meteorological conditions prevailed and a VFR flight plan had been filed. The certificated commercial pilot, the sole occupant, was not injured. The airplane was substantially damaged. The personal flight was conducted under 14 CFR 91.

The pilot was landing on a 2200 foot long runway. He stated that this was a normal short field landing with full flaps. He reported that upon touchdown, he retracted his flaps and proceeded to apply his brakes. According to the pilot, the left brake locked and his right brake failed. Reportedly the airplane was just out of maintenance of which 16 hours was spent bleeding the system and replacing both brake cylinders. The airplane exited the runway, and the right main gear sheared off. The pilot stated that the accident could have been prevented if the brakes and related systems were examined for leaking fixtures that allow air into the system.

According to the FAA, the pilot touched down half way down the runway, and during the landing roll as he applied the brakes, the brakes locked up. There was 535 feet of skid marks on the runway, before the airplane exited the runway.

Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 10, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	570 hours (Total, all aircraft), 50 hours (Total, this make and model), 490 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N47448
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7770396
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-E
Registered Owner:	WALTER J BARRETT	Rated Power:	200 Horsepower
Operator:	WALTER J BARRETT	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	POUGHKEEPSIE , NY (POU)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	06:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	SIMSBURY 4B9	Runway Surface Type:	Asphalt
Airport Elevation:	195 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	
Runway Length/Width:	2200 ft / 50 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:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Johnson, Beverley
Additional Participating Persons:	SUSAN FRAHER; WINDSOR LOCKS , CT
Original Publish Date:	May 17, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8769

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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](#).