



Aviation Investigation Final Report

Location:	QUARRYVILLE, Pennsylvania	Accident Number:	BF094LA117
Date & Time:	June 26, 1994, 13:30 Local	Registration:	N6728X
Aircraft:	BEECH F33A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AS THE PILOT APPROACHED THE GRASS AIRSTRIP, HE OBSERVED THAT A VARYING CROSSWIND EXISTED FOR LANDING. HE CHOSE THE RUNWAY THAT HE THOUGHT THE WIND WAS FAVORING, AND HE TOUCHED DOWN ON THE FIRST THIRD OF IT. THE PILOT STATED THAT AT TOUCHDOWN, THE AIRPLANE WAS 'GOING FASTER THAN USUAL' BECAUSE OF A TAILWIND. THE PILOT COULD NOT STOP THE AIRPLANE BEFORE IT REACHED THE END OF THE RUNWAY. AS THE AIRPLANE ROLLED INTO A WHEAT FIELD PAST THE RUNWAY THRESHOLD, THE PILOT DECIDED TO ADD FULL POWER AND TAKE OFF. THE AIRPLANE STRUCK A FENCE AND WAS SUBSTANTIALLY DAMAGED. NO PRE-IMPACT MECHANICAL DEFICIENCIES WERE REPORTED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO TOUCHDOWN AT THE PROPER POINT AND HIS DELAYED REMEDIAL ACTION. A FACTOR RELATED TO THE ACCIDENT WAS A TAILWIND.

Findings

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

- Findings
1. (F) WEATHER CONDITION - TAILWIND

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

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

Findings

3. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
4. OBJECT - FENCE

Factual Information

On June 26, 1994, about 1330 eastern daylight time, a Beech F33A, N6728X, operated by the owner/pilot, collided with a fence during an aborted landing and was substantially damaged in Quarryville, Pennsylvania. The private pilot and passenger were not injured. Visual meteorological conditions prevailed and a flight plan was not filed. The personal flight was conducted under 14 CFR 91 and departed from Doylestown, Pennsylvania.

The pilot reported that as he approached the grass airstrip for landing, he observed that a varying crosswind existed for landing. He chose the runway that he thought the wind conditions were favoring (runway 28) and performed a full-flap landing onto the first third of it. The pilot stated that at touchdown, the airplane was "going faster than usual" because of a tailwind. He stated that he could not stop the airplane before it reached the end of the runway. As the airplane rolled past the runway threshold and into a wheat field, the pilot decided to add full power and attempt to take off. The airplane then struck a fence despite the pilot's efforts to stop the airplane at the last moment. The pilot also stated that "...it would have been better not to have attempted the go-around...."

According to an FAA aviation safety inspector from New Cumberland, Pennsylvania, the nose gear was sheered off, the firewall was bent, and both wings were damaged. No pre-impact mechanical deficiencies were found.

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 15, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1457 hours (Total, all aircraft), 986 hours (Total, this make and model), 1306 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6728X
Model/Series:	F33A F33A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	CE1023
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	February 4, 1994 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	23 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1177 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520
Registered Owner:	BROWN, W. RAY	Rated Power:	285 Horsepower
Operator:	BROWN, W. RAY	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:	LNS ,403 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Scattered / 6500 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	30°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DOYLESTOWN , PA (N88)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	LITTLE BRITAIN AIRPORT 81W	Runway Surface Type:	Grass/turf
Airport Elevation:	470 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	
Runway Length/Width:	1800 ft / 60 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.889514,-76.159286(est)

Administrative Information

Investigator In Charge (IIC):	Guzzetti, Jeffrey
Additional Participating Persons:	RONALD PUNTILLO; NEW CUMBERLAND , PA
Original Publish Date:	December 7, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8945

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).