



# Aviation Investigation Final Report

<b>Location:</b>	WOLFEBORO, New Hampshire	<b>Accident Number:</b>	BF094LA131
<b>Date &amp; Time:</b>	August 10, 1994, 14:00 Local	<b>Registration:</b>	N3372M
<b>Aircraft:</b>	PIPER PA-28-236	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT WAS LANDING ON A 2030 FOOT LONG RUNWAY WITH A TAILWIND COMPONENT OF 10 TO 12 KNOTS. ACCORDING TO THE PILOT, HE SAID HE TOUCHED DOWN 50 FEET PAST THE RUNWAY THRESHOLD AT ABOUT 60 TO 65 KNOTS. HE STATED THAT HE RETRACTED THE FLAPS AND APPLIED FULL BRAKING, BUT HE WAS UNABLE TO STOP THE AIRPLANE ON THE RUNWAY. THE AIRPLANE EXITED THE RUNWAY DOWN AN EMBANKMENT ONTO A ROAD. HE STATED THAT THERE WAS NO MECHANICAL MALFUNCTION. IN HIS WRITTEN REPORT OF THE ACCIDENT THE PILOT EXPLAINED THAT RUNWAY 30 HAS A 3% DOWNHILL GRADIENT AND THAT RUNWAY 12 IS USED IF THE TAILWIND COMPONENT IS 10 KTS OR LESS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE INFLIGHT DECISION, WHICH RESULTED IN A DOWNWIND LANDING AND OVERRUN OF THE RUNWAY.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - TAILWIND

2. (C) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

## Factual Information

On August 10, 1994, at 1400 eastern daylight time, N3372M, a Piper PA-28-236, operated by Aviation Consultants of New London, New Hampshire, crashed during landing on runway 12 at Lakes Region Airport, Wolfeboro, New Hampshire. The airline transport pilot and his passenger were not injured while the airplane sustained substantial damage. Visual meteorological conditions prevailed and a flight plan was not filed. The personal flight originated in New London, New Hampshire, and was operated under 14 CFR 91.

According to the pilot, the flight to Wolfeboro was uneventful. He stated that he had landed at this airport several times. During the landing, the pilot stated that his approach speed was 72 knots with full flaps. He stated that he touched down about 50 feet past the runway threshold at about 60 to 65 knots. He said that he retracted the flaps, and applied the brakes, but the airplane exited the runway down an embankment onto the road. The pilot stated that the runway is 2030 feet long and there was no mechanical malfunction. According to the FAA, there was a tailwind component of about 10 to 12 knots.

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	71, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 27, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	44818 hours (Total, all aircraft), 345 hours (Total, this make and model), 22415 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3372M
<b>Model/Series:</b>	PA-28-236 PA-28-236	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-8011059
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 13, 1994 Annual	<b>Certified Max Gross Wt.:</b>	3011 lbs
<b>Time Since Last Inspection:</b>	9 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1845 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-540-J3A5D
<b>Registered Owner:</b>	AVIATION CONSULTANTS INC.	<b>Rated Power:</b>	235 Horsepower
<b>Operator:</b>	AVIATION CONSULTANTS INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LCI ,545 ft msl	<b>Distance from Accident Site:</b>	7 Nautical Miles
<b>Observation Time:</b>	14:16 Local	<b>Direction from Accident Site:</b>	60°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	NEW LONDON (NH40)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:35 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	LAKES REGION 8B8	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	580 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	12	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2030 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** Johnson, Beverley

**Additional Participating Persons:** EDWARD JOHNSON; PORTLAND , ME

**Original Publish Date:** March 27, 1995

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=8955>

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