



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MEADVILLE, PA	<b>Accident Number:</b>	NYC83FA016
<b>Date &amp; Time:</b>	11/01/1982, 0900 EST	<b>Registration:</b>	N402DL
<b>Aircraft:</b>	CESSNA 402B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE PILOT APPROACHED HIGH AND FAST FOR LANDING ON RUNWAY 4. THE WIND WAS FROM 240 DEG AT 10 TO 12 KTS. THE AIRCRAFT FLOATED AND AFTER TOUCHDOWN, THE PILOT WAS UNABLE TO STOP ON THE WET, DOWNSLOPING RUNWAY. AFTER DEPARTING THE RUNWAY, THE AIRCRAFT CONTINUED DOWN A STEEPER SLOPE AND INTO AN AREA OF BRUSH AND TREES. ALL THREE GEAR COLLAPSED, THERE WAS LEADING EDGE SPAR DAMAGE ON BOTH WINGS, AND THE RIGHT SIDE FUSELAGE SKIN, FORWARD OF THE RIGHT WING, WAS DAMAGED.

## 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 - TAILWIND
2. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
4. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DOWNHILL
7. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
8. (F) AIRCRAFT PERFORMANCE,HYDROPLANING CONDITION - WATER

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Occurrence #2: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

### Findings

9. (F) TERRAIN CONDITION - DOWNHILL
10. (F) TERRAIN CONDITION - HIGH VEGETATION
11. LANDING GEAR - OVERLOAD

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

### Findings

12. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-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>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	09/17/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5500 hours (Total, all aircraft), 400 hours (Total, this make and model), 4700 hours (Pilot In Command, all aircraft), 165 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N402DL
<b>Model/Series:</b>	402B 402B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	402 B0598
<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>	6300 lbs
<b>Time Since Last Inspection:</b>	42 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2592 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	TSIO-520
<b>Registered Owner:</b>	DARNE, INC.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	DARNE, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	4 Miles
Lowest Ceiling:	Overcast / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	/ 0° C
Precipitation and Obscuration:			
Departure Point:	ALLENTOWN, PA	Type of Flight Plan Filed:	IFR
Destination:	DALLAS, TX (DAL)	Type of Clearance:	
Departure Time:	0725	Type of Airspace:	

## Airport Information

Airport:	PORT MEADVILLE	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Wet
Runway Used:	4	IFR Approach:	Localizer Only
Runway Length/Width:	3050 ft / 100 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Report Date:	11/01/1983
Additional Participating Persons:		
Publish Date:		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .	

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).