



National Transportation Safety Board Aviation Accident Data Summary

Location:	Statesville, NC	Accident Number:	ERA14CA373
Date & Time:	08/01/2014, 2100 EDT	Registration:	N472ST
Aircraft:	PIPER PA-46-350P	Injuries:	2 Minor, 2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

According to the pilot, she was flying an instrument landing system approach when she noted that the glide slope was out of service. She transitioned to a localizer-only approach and continued. Night, instrument meteorological conditions prevailed with a 400-foot ceiling. She noticed that the airplane was "high and fast" on final approach, so she used speed brakes and flaps to slow the airplane and descend to the minimum descent altitude. As the airplane descended below the ceiling, she observed runway lights and attempted to land on the runway. The airplane landed long, departed the runway at the departure end, and struck an embankment before coming to rest. An inspector from the Federal Aviation Administration examined the airplane and confirmed substantial damage to the fuselage, wings, and empennage. The pilot reported no pre-impact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Flight Events

Landing-flare/touchdown - Landing area overshoot
Landing-landing roll - Runway excursion
Landing-landing roll - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain a proper glide path and airspeed on final approach, which resulted in a long landing and runway excursion.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide path-Not attained/maintained - C
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Low ceiling-Contributed to outcome
Environmental issues-Physical environment-Object/animal/substance-Debris/dirt/foreign object-Contributed to outcome

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	29
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
Flight Time:	2556 hours (Total, all aircraft), 1200 hours (Total, this make and model), 2512 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 57 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N472ST
Model/Series:	PA-46-350P	Engines:	1 Reciprocating
Operator:	ETS AVIATION LLC	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	TIO-540-AE2A
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	SVH, 967 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Instrument Conditions	Lowest Ceiling:	Overcast / 400 ft agl
Condition of Light:	Night	Wind Speed/Gusts, Direction:	5 knots, 20°
Temperature:	18°C / 17°C	Visibility	5 Miles
Precipitation and Obscuration:	Light - Drizzle; Fog		
Departure Point:	Manassas, VA (HEF)	Destination:	Statesville, NC (SVH)

Airport Information

Airport:	Statesville Regional (SVH)	Runway Surface Type:	Asphalt
Runway Used:	28	Runway Surface Condition:	Wet
Runway Length/Width:	7005 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Ralph E Hicks	Adopted Date:	09/02/2014
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89786		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.