



National Transportation Safety Board Aviation Accident Final Report

Location:	Block Island, RI	Accident Number:	GAA18CA021
Date & Time:	10/01/2017, 1230 EDT	Registration:	N1054S
Aircraft:	PIPER PA32R	Aircraft Damage:	Destroyed
Defining Event:	Loss of control on ground	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, during landing, the airplane touched down about "150 ft. beyond [the runway] numbers" and he immediately "removed flaps and applied brakes." He added that he was "unable to stop the forward momentum of the plane," and he believed he was going to overrun the runway, so he applied full power to go-around. Subsequently, the airplane overran the runway before a climb rate could be established, and during the runway excursion, the airplane struck a chain link fence. During the impact, the right wing separated from the fuselage, and the airplane rolled inverted down a ravine before coming to a stop on the main landing gear. The pilot further reported that, after the accident, he believed he came in "too fast" for landing.

The airplane sustained substantial damage to the fuselage, empennage, and both wings.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's use of an incorrect airspeed during landing, which resulted in a runway overrun.

Findings

Aircraft

Landing distance - Not attained/maintained (Cause)

Personnel issues

Aircraft control - Pilot (Cause)

Environmental issues

Fence/fence post - Contributed to outcome

Factual Information

History of Flight

Landing	Landing area undershoot
Landing-landing roll	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Runway excursion Collision with terr/obj (non-CFIT)
Landing	Roll over

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	06/11/2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	08/29/2016
Flight Time:	(Estimated) 358 hours (Total, all aircraft), 34 hours (Total, this make and model), 55 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N1054S
Model/Series:	PA32R 301T	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	3257448
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	01/10/2017, Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2215 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed	Engine Model/Series:	TIO-540-HIA
Registered Owner:	FAHERTY, RICHARD L.	Rated Power:	300 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KBID, 107 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1656 UTC	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.35 inches Hg	Temperature/Dew Point:	16° C / 6° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SUSSEX, NJ (FWN)	Type of Flight Plan Filed:	VFR
Destination:	Block Island, RI (BID)	Type of Clearance:	VFR
Departure Time:	1130 EDT	Type of Airspace:	Class G

Airport Information

Airport:	BLOCK ISLAND STATE (BID)	Runway Surface Type:	Asphalt
Airport Elevation:	107 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	2502 ft / 100 ft	VFR Approach/Landing:	Full Stop; Go Around; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	41.167500, -71.585000 (est)

Administrative Information

Investigator In Charge (IIC):	Adam M Gerhardt	Report Date:	02/21/2018
Additional Participating Persons:	Craig Souza; FAA/ FSDO; Boston, MA		
Publish Date:	02/21/2018		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=96235		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).