



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	East Moriches, NY	<b>Accident Number:</b>	GAA19CA050
<b>Date &amp; Time:</b>	10/20/2018, 1215 EDT	<b>Registration:</b>	N8275V
<b>Aircraft:</b>	Piper PA28	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing area overshoot	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

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## Analysis

The pilot stated that, during the preflight inspection, he did not observe anything abnormal. He added that, during the initial taxi, the airplane "pulled more power than usual" but that he observed no issues with the brakes or flight controls.

The pilot reported that, during approach to a 2,300-ft-long grass airstrip about 60 knots with full flaps, he reduced power to idle to flare. The airplane was "still floating," and about midfield, he saw that the rpm had increased with the power at idle to between about 1,000 to 1,200 rpm. He retracted the flaps to 15° to execute a go-around, but before he increased power, the airplane touched down on the runway. He was going to continue the go-around but realized the airplane would be unable to clear power lines and trees at the end of the runway. He then braked hard but was unable to stop the airplane on the grass, so he shut off the fuel pump and closed the mixture. He added that the "engine did not stop," and the airplane continued moving forward due to momentum. He applied full brakes with an "s turn and 180 turn," the airplane slid on the grass, and the left wing struck a wooden pole. The airplane then came to an abrupt stop. The pilot stated that he saw that the engine and propeller had stopped

The airplane sustained substantial damage to the left wing.

The Federal Aviation Administration inspector reported that he attempted to examine the engine, but the airplane was unavailable for examination.

The airplane manufacturer's prescribed "Go Around" checklist stated:

Throttle.....FULL

Carb Heat.....OFF

Flaps.....RETRACT TO 20 DEG

Vy.....79 KIAS

Flaps.....RETRACT PROC

It is likely that the pilot flew the approach at too high of an airspeed and initiated the go-around too late, which resulted in the airplane floating and the subsequent landing area overshoot.

## Probable Cause and Findings

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

The pilot's delayed initiation of a go-around and his subsequent use of the improper go-around procedure, which resulted in a landing area overshoot.

### Findings

<b>Personnel issues</b>	Delayed action - Pilot (Cause) Use of policy/procedure - Pilot (Cause)
<b>Environmental issues</b>	Pole - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing</b>	Abnormal runway contact Landing area overshoot (Defining event) Attempted remediation/recovery Collision with terr/obj (non-CFIT)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	10/31/2018
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	03/24/2018
<b>Flight Time:</b>	(Estimated) 1425 hours (Total, all aircraft), 252 hours (Total, this make and model), 877 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 110 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8275V
<b>Model/Series:</b>	PA28 161	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1982	<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-8316001
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	100 Hour	<b>Certified Max Gross Wt.:</b>	2326 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320 SERIES
<b>Registered Owner:</b>	2BAPILOTNYC CORP	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KHWV, 82 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1556 UTC	Direction from Accident Site:	269°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 19 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.7 inches Hg	Temperature/Dew Point:	16° C / 11° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Farmingdale, NY (FRG)	Type of Flight Plan Filed:	VFR
Destination:	East Moriches, NY (49N)	Type of Clearance:	VFR; VFR Flight Following
Departure Time:	1100 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	LUFKER (49N)	Runway Surface Type:	Grass/turf
Airport Elevation:	57 ft	Runway Surface Condition:	Soft
Runway Used:	S	IFR Approach:	None
Runway Length/Width:	2300 ft / 100 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.823056, -72.750833 (est)

## Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Report Date:	04/08/2019
Additional Participating Persons:	Thomas McDougal; FAA; Farmingdale, NY		
Publish Date:	04/08/2019		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=98605">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=98605</a>		

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