



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Williamsburg, VA	<b>Accident Number:</b>	GAA19CA131
<b>Date &amp; Time:</b>	01/26/2019, 1725 EST	<b>Registration:</b>	N6166W
<b>Aircraft:</b>	Piper PA28	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that, during an approach into the sun, he believed that the approach angle was too high, and he decided to abort the landing. He increased the throttle rapidly, the engine sputtered, and he continued the landing. Once on the airplane was on the runway, he quickly applied the brakes. The right brake locked up, and the airplane exited the right side of the runway and then impacted a drainage culvert.

The airplane sustained substantial damage to the right wing.

The pilot reported that there were no 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 excessive brake application during the landing roll, which resulted in a runway excursion and collision with a drainage culvert.

## Findings

<b>Aircraft</b>	Brake - Incorrect use/operation (Cause) Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause) Use of equip/system - Pilot (Cause)
<b>Environmental issues</b>	Object/animal/substance - Effect on operation

## Factual Information

### History of Flight

Landing-landing roll	Runway excursion (Defining event) Collision with terr/obj (non-CFIT)
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### Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 None	Last FAA Medical Exam:	12/11/2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	10/28/2017
Flight Time:	(Estimated) 790 hours (Total, all aircraft), 575 hours (Total, this make and model), 710 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6166W
Model/Series:	PA28 140	Aircraft Category:	Airplane
Year of Manufacture:	1964	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-20184
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	06/24/2018, Annual	Certified Max Gross Wt.:	2013 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3591.51 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-320-E2A
Registered Owner:	On file	Rated Power:	150 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:	KJGG, 49 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2235 UTC	Direction from Accident Site:	152°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	5° C / -4° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Williamsburg, VA (JGG)	Type of Flight Plan Filed:	None
Destination:	Williamsburg, VA (JGG)	Type of Clearance:	None
Departure Time:	1550 EST	Type of Airspace:	Class G

## Airport Information

Airport:	Williamsburg-Jamestown (JGG)	Runway Surface Type:	Asphalt
Airport Elevation:	49 ft	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	3204 ft / 60 ft	VFR Approach/Landing:	Go Around; Traffic Pattern

## 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:	37.239167, -76.716111 (est)

## Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	09/26/2019
Additional Participating Persons:	Nikko Kubli; FAA; Richmond, VA		
Publish Date:	09/26/2019		
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=98955">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=98955</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](#).