



Aviation Investigation Final Report

Location:	Milton, Florida	Accident Number:	ERA21LA067
Date & Time:	December 6, 2020, 13:45 Local	Registration:	N78329
Aircraft:	Piper PA23	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot/owner was conducting a no-flap landing in the multiengine airplane. The pilot stated that the left main landing gear brake failed on rollout, and the airplane then overran the end of the 3,701-foot-long runway. The left wing struck part of the runway’s lighting system, which resulted in substantial damage to the airplane’s left wing. A witness stated that the airplane landed with at a high speed and touched down at/about midfield. A cursory examination of the airplane’s brakes following the accident revealed no evidence of any preaccident mechanical malfunctions for failures that would have precluded normal operation.

Review of the airplane’s maintenance records revealed that the airplane did not have a current annual inspection. Further, the pilot did not hold a multi-engine rating for airplanes, did not maintain a personal flight logbook, did not have an endorsement documenting a flight review (or other equivalent proficiency) within the preceding 24 calendar months. Based on the pilot’s lack of certification to operate multiengine airplane and proof of recent flight history, he was likely not proficient in operating the airplane. Further, he likely landed long and fast with insufficient runway remaining to slow down, which resulted in the runway overrun.

Probable Cause and Findings

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

The pilot’s failure to attain a proper touchdown point and his landing with a high approach speed, which resulted in a runway overrun.

Findings

Personnel issues	Decision making/judgment - Pilot
Personnel issues	Aircraft control - Pilot
Aircraft	Descent/approach/glide path - Not attained/maintained
Aircraft	Airspeed - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Runway excursion (Defining event)
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Pilot Information

Certificate:	Private	Age:	77, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 27, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	161 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N78329
Model/Series:	PA23 250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; None	Serial Number:	27-2329
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	September 8, 2011 100 hour	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3866.14 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-540-A1D5
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	NDZ,81 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	13:56 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	17°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Milton, FL	Type of Flight Plan Filed:	None
Destination:	Milton, FL	Type of Clearance:	None
Departure Time:		Type of Airspace:	Unknown

Airport Information

Airport:	Peter Prince Field Airport 2R4	Runway Surface Type:	Asphalt
Airport Elevation:	81 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3701 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.637621,-86.993653(est)

Administrative Information

Investigator In Charge (IIC):	Read, Leah
Additional Participating Persons:	Nina McBride; FAA/FSDO; Birmingham, AL
Original Publish Date:	August 20, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=102401

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).