



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Stockbridge, Georgia	Accident Number:	ERA21LA181
Date & Time:	April 9, 2021, 11:15 Local	Registration:	N1664H
Aircraft:	Piper PA-32R-300	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Business		

Analysis

According to the owner of the airplane, who was the non-flying pilot seated in the right seat, prior to takeoff an engine runup was completed with no anomalies observed, and in addition, the wind sock indicated a calm wind. The owner reported that he and the pilot flying briefed the procedures for a short-field takeoff, back taxied to the end of the runway, and applied the brakes. The pilot flying increased the engine power, released the brakes, and began the takeoff roll. He attempted to rotate; however, the stall warning sounded, and he lowered the nose to accelerate more. The pilot flying again attempted to rotate, the stall warning horn sounded, and at this point the owner took the controls, calling for an aborted takeoff. The owner reduced engine power and applied the brakes; however, the airplane continued off the end of the runway and struck a ditch. A postaccident fire ensued, and the pilots and passenger egressed the airplane without injury. During the accident sequence, the airplane incurred substantial damage to the wings and fuselage. The owner reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

According to the airplane's pilot operating handbook, the flaps should be set to the second notch, or 25° for a short field takeoff. After the accident, a Federal Aviation Administration inspector examined the airplane and noted that the flaps were in the first notch, or 10° position. Further, the owner acknowledged that, "...it is possible that the flaps were not set correctly on takeoff." Given this information, it is likely that the pilot did not properly configure the airplane, which is why the airplane was unable to become airborne during the short field takeoff attempt.

Probable Cause and Findings

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

The flying pilot's failure to configure the flaps for a short field takeoff and delayed decision to abort the takeoff, which resulted in a runway overrun.

Findings

Aircraft	Configuration - Incorrect use/operation
Personnel issues	Use of equip/system - Pilot
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

Takeoff-rejected takeoff	Runway excursion (Defining event)
Takeoff-rejected takeoff	Collision during takeoff/land

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	25, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	April 12, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 3, 2021
Flight Time:	751 hours (Total, all aircraft), 51 hours (Total, this make and model), 664 hours (Pilot In Command, all aircraft), 142 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Airline transport; Commercial	Age:	27, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	September 22, 2020
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 20, 2020
Flight Time:	2768 hours (Total, all aircraft), 27 hours (Total, this make and model), 1682 hours (Pilot In Command, all aircraft), 211 hours (Last 90 days, all aircraft), 98 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1664H
Model/Series:	PA-32R-300 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-7780171
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 21, 2021 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1893 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540
Registered Owner:	SouthEast Aircraft Leasing LLC	Rated Power:	300 Horsepower
Operator:	SouthEast Aircraft Leasing LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ATL, 1026 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	10:52 Local	Direction from Accident Site:	293°
Lowest Cloud Condition:	Few / 1400 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	21°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Stockbridge, GA	Type of Flight Plan Filed:	None
Destination:	Chamblee, GA (PDK)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Berry Hill Airport 7GA7	Runway Surface Type:	Concrete
Airport Elevation:	770 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	3000 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	33.537086,-84.184049(est)

Administrative Information

Investigator In Charge (IIC): Kemner, Heidi

Additional Participating Persons: Shane Olsen; FAA/FSDO; Atlanta, GA

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.nts.gov/Docket?ProjectID=102900>

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](#).