



Aviation Investigation Final Report

Location:	Walnut Cove, North Carolina	Accident Number:	ERA21LA370
Date & Time:	September 19, 2021, 19:00 Local	Registration:	N9639D
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that after touch down, the airplane overran the runway, passed thru the airport boundary fence, nosed over, and came to rest inverted, which resulted in substantial damage to the left wing lift strut. A post-accident examination revealed no mechanical malfunctions or anomalies 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 failure to attain the proper touchdown point which resulted in a runway overrun, collision with an airport boundary fence, and a nose over event.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Decision making/judgment - Pilot
Aircraft	Descent/approach/glide path - Not attained/maintained
Aircraft	Surface speed/braking - Incorrect use/operation

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	81, 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:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 3, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	620 hours (Total, all aircraft), 620 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9639D
Model/Series:	PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:	1959	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	22-6552
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 24, 2021 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2929.8 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	0-320 SERIES
Registered Owner:	VESTAL JAMES L	Rated Power:	180 Horsepower
Operator:	VESTAL JAMES L	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	INT,970 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	18:54 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	28°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Liberty, NC (2A5)	Type of Flight Plan Filed:	None
Destination:	Liberty, NC (2A5)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	MEADOW BROOK FLD N63	Runway Surface Type:	
Airport Elevation:	631 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	2725 ft / 32 ft	VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	36.301526,-80.148379

Administrative Information

Investigator In Charge (IIC):	Rayner, Brian
Additional Participating Persons:	Shane Graham; FAA/FSDO; Greensboro, NC
Original Publish Date:	May 25, 2022
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=103908

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](#).