



Aviation Investigation Final Report

Location:	Newport Richie, Florida	Accident Number:	ERA22LA049
Date & Time:	November 7, 2021, 12:15 Local	Registration:	N8822Y
Aircraft:	Piper PA-30	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he made a normal landing, but when he applied brakes to slow down, the airplane veered off the runway and impacted a precision approach path indicator light and two trees, which resulted in substantial damage to both wings and fuselage. The landing gear collapsed, and the right main landing gear separated from the airplane.

A post-accident examination of the right main landing gear, tire and brake assembly revealed no evidence of preimpact mechanical malfunctions or failures 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:

A loss of directional control on landing for undetermined reasons.

Findings

Not determined	(general) - Unknown/Not determined
Aircraft	Directional control - Unknown/Not determined

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
-----------------------------	--

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Private	Age:	61, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	August 17, 2020
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 30, 2021
Flight Time:	18764 hours (Total, all aircraft), 37 hours (Total, this make and model), 6082 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8822Y
Model/Series:	PA-30	Aircraft Category:	Airplane
Year of Manufacture:	1969	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-1980
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 6, 2021 Annual	Certified Max Gross Wt.:	3725 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	5593 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-320-B1A
Registered Owner:	DBL L Investments	Rated Power:	160
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:	KBKV, 76 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	110°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 3800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	19°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Statesboro, GA (TBR)	Type of Flight Plan Filed:	None
Destination:	Newport Richie, FL	Type of Clearance:	VFR
Departure Time:	10:35 Local	Type of Airspace:	Class D

Airport Information

Airport:	HIDDEN LAKE FA40	Runway Surface Type:	Asphalt
Airport Elevation:	30 ft msl	Runway Surface Condition:	Dry
Runway Used:	05/23	IFR Approach:	None
Runway Length/Width:	4425 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	28.283083,-82.6407

Administrative Information

Investigator In Charge (IIC):	Read, Leah
Additional Participating Persons:	Kevin Marpert; FAA/FSDO; Tampa, FL
Original Publish Date:	June 8, 2022
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=104213

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](#).