



Aviation Investigation Final Report

Location:	New Shoreham, Rhode Island	Accident Number:	ERA22LA306
Date & Time:	June 25, 2022, 10:20 Local	Registration:	N7883P
Aircraft:	Piper PA-24	Aircraft Damage:	Substantial
Defining Event:	Landing area overshoot	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the landing flare the airplane “floated more than I expected.” After touching down and seeing he did not have much runway remaining, the pilot applied toe braking, and realized he would not be able to stop before the end of the runway. Instead, he elected to turn to the right exiting the runway into a grassy area and subsequently struck a taxiway sign resulting in substantial damage to the fuselage. The pilot reported that there were no preaccident 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 failure to attain a proper touchdown point, resulting in a runway excursion.

Findings

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

Factual Information

History of Flight

Landing-flare/touchdown	Landing area overshoot (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-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:	BasicMed With waivers/limitations	Last FAA Medical Exam:	January 1, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 10, 2021
Flight Time:	408 hours (Total, all aircraft), 117 hours (Total, this make and model), 381 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7883P
Model/Series:	PA-24 250	Aircraft Category:	Airplane
Year of Manufacture:	1962	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-3111
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 15, 2022 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	7559 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1D5
Registered Owner:	On file	Rated Power:	250 Horsepower
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:	BID,105 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:56 Local	Direction from Accident Site:	241°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	24°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Northampton, MA (7B2)	Type of Flight Plan Filed:	None
Destination:	New Shoreham, RI	Type of Clearance:	VFR flight following
Departure Time:	09:12 Local	Type of Airspace:	Class G

Airport Information

Airport:	BLOCK ISLAND STATE BID	Runway Surface Type:	Asphalt
Airport Elevation:	107 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	2502 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.168255,-71.582577(est)

Administrative Information

Investigator In Charge (IIC):	Young, Joshua
Additional Participating Persons:	John Callahan; FAA-FSDO; Boston, MA
Original Publish Date:	May 4, 2023
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=105454

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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](#).