



# Aviation Investigation Final Report

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<b>Location:</b>	Chamblee, Georgia	<b>Accident Number:</b>	ERA09CA518
<b>Date &amp; Time:</b>	September 13, 2009, 20:02 Local	<b>Registration:</b>	N664RS
<b>Aircraft:</b>	Piper PA46	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

After having trouble maintaining altitude and aligning the airplane with the localizer, the pilot conducted a visual approach for Runway 20L. The aircraft touched down and continued off the end of the runway, striking localizer equipment and substantially damaging the left wing. No mechanical malfunctions were reported by the pilot or identified postaccident. The recorded winds on the field were calm approximately 15 minutes prior to the accident. The pilot reported that he had been ill for several days prior to the accident, and postaccident medical testing revealed that he was dehydrated due to the illness. Additionally, the pilot reported that he did not eat anything on the day of the accident. The pilot was airborne for approximately 8 hours, including fuel stops and periods of maneuvering due to weather. According to the Federal Aviation Administration, the pilot held a third-class medical certificate with a limitation for his diabetic condition.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain aircraft control during landing. Contributing to the accident was pilot fatigue.

## Findings

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<b>Personnel issues</b>	(general) - Pilot
<b>Aircraft</b>	(general) - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

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

### Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 1, 2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 11, 2009
Flight Time:	3648 hours (Total, all aircraft), 2500 hours (Total, this make and model), 3648 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N664RS
Model/Series:	PA46 350P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4636313
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	September 1, 2009 Annual	Certified Max Gross Wt.:	4300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1224 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TIO540
Registered Owner:	Malibu, Inc.	Rated Power:	350 Horsepower
Operator:	Richard T. Smith	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	KPDK	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	23:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	8 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.95 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 20°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Paris, TN (PHT )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Chamblee, GA (PDK )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	17:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	DeKalb-Peachtree PDK	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	20L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6001 ft / 100 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	33.875556,-84.30194(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Andrews, Jill
<b>Additional Participating Persons:</b>	Richard T Smith; Sandy Springs, GA William W Schultz; Vinings, GA Josh L Lewis III; Atlanta, GA Elmore C Thrash; Decatur, GA
<b>Original Publish Date:</b>	March 3, 2010
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=74720">https://data.ntsb.gov/Docket?ProjectID=74720</a>

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](#).