



National Transportation Safety Board Aviation Accident Final Report

Location:	Statesville, North Carolina	Accident Number:	ERA14CA373
Date & Time:	August 1, 2014, 21:00 Local	Registration:	N472ST
Aircraft:	Piper PA-46-350P	Aircraft Damage:	Substantial
Defining Event:	Landing area overshoot	Injuries:	2 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

According to the pilot, she was flying an instrument landing system approach when she noted that the glide slope was out of service. She transitioned to a localizer-only approach and continued. Night, instrument meteorological conditions prevailed with a 400-foot ceiling. She noticed that the airplane was "high and fast" on final approach, so she used speed brakes and flaps to slow the airplane and descend to the minimum descent altitude. As the airplane descended below the ceiling, she observed runway lights and attempted to land on the runway. The airplane landed long, departed the runway at the departure end, and struck an embankment before coming to rest. An inspector from the Federal Aviation Administration examined the airplane and confirmed substantial damage to the fuselage, wings, and empennage. The pilot reported no pre-impact 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 maintain a proper glide path and airspeed on final approach, which resulted in a long landing and runway excursion.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Aircraft	Airspeed - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Low ceiling - Contributed to outcome
Environmental issues	Debris/dirt/foreign object - Contributed to outcome

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:	Commercial; Flight instructor	Age:	29
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):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	August 30, 2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 12, 2012
Flight Time:	2556 hours (Total, all aircraft), 1200 hours (Total, this make and model), 2512 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 57 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N472ST
Model/Series:	PA-46-350P	Aircraft Category:	Airplane
Year of Manufacture:	2010	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4636472
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	July 18, 2014 Annual	Certified Max Gross Wt.:	4299 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1656 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C126 installed	Engine Model/Series:	TIO-540-AE2A
Registered Owner:		Rated Power:	350 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night
Observation Facility, Elevation:	SVH, 967 ft msl	Distance from Accident Site:	
Observation Time:	21:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	5 miles
Lowest Ceiling:	Overcast / 400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	18° C / 17° C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	Manassas, VA (HEF)	Type of Flight Plan Filed:	IFR
Destination:	Statesville, NC (SVH)	Type of Clearance:	IFR
Departure Time:	19:30 Local	Type of Airspace:	

Airport Information

Airport:	Statesville Regional SVH	Runway Surface Type:	Asphalt
Airport Elevation:	967 ft msl	Runway Surface Condition:	Wet
Runway Used:	28	IFR Approach:	Localizer only
Runway Length/Width:	7005 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 2 None	Latitude, Longitude:	35.779956, -80.879249(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Ralph

Additional Participating Persons:

Original Publish Date: September 2, 2014

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=89786>

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).