



Aviation Investigation Final Report

Location:	Cedar Key, Florida	Accident Number:	ERA17CA208
Date & Time:	June 16, 2017, 13:30 Local	Registration:	N4317Y
Aircraft:	Piper PA23	Aircraft Damage:	Substantial
Defining Event:	Landing area overshoot	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the takeoff, climb, and en route portions of the cross-country flight were uneventful. He checked the wind sock before landing, and it was "flaccid," indicating calm wind. He slowed the airplane to 80 mph on final approach and landed near the approach end of the runway, which was 2,355 ft long. He estimated that the airplane should have rolled to a stop; however, it continued down the runway despite heavy braking. The airplane departed the end of the runway, traveled across a small road and down an embankment, and came to rest in water at the edge of the airport boundary.

A Federal Aviation Administration inspector examined the wreckage and reported that the airplane sustained substantial damage to the forward fuselage and submersion in salt water. There were tire skid marks on the runway leading to the wreckage. A weather buoy, located about 1 mile east of the airport, recorded wind from the west about the time of the accident, which would have resulted in a tailwind of up to 8 knots. The pilot reported there were no preimpact mechanical malfunctions or anomalies 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 stop the airplane within the available runway after conducting the approach and landing with a tailwind.

Findings

Aircraft	Surface speed/braking - Capability exceeded
Personnel issues	Aircraft control - Pilot
Environmental issues	Tailwind - Contributed to outcome
Aircraft	Landing distance - Capability exceeded
Environmental issues	Water/moisture - Contributed to outcome

Factual Information

History of Flight

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

Pilot Information

Certificate:	Airline transport; Flight engineer; Flight instructor; Recreational	Age:	72, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 31, 2017
Flight Time:	24000 hours (Total, all aircraft), 200 hours (Total, this make and model), 11000 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4317Y
Model/Series:	PA23 160	Aircraft Category:	Airplane
Year of Manufacture:	1962	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	23-2041
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 7, 2017 Annual	Certified Max Gross Wt.:	3801 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3291 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-B3B
Registered Owner:		Rated Power:	160 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:	CTY, 42 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	16:55 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 2900 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 3700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	29°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Newnan, GA (CCO)	Type of Flight Plan Filed:	None
Destination:	Cedar Key, FL (CDK)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	George T Lewis CDK	Runway Surface Type:	Asphalt
Airport Elevation:	11 ft msl	Runway Surface Condition:	Dry
Runway Used:	05	IFR Approach:	None
Runway Length/Width:	2355 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	29.136388,-83.0475(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Michael Sanford; FAA/FSDO; Tampa, FL
Original Publish Date:	October 17, 2017
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=95390

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