



Aviation Investigation Final Report

Location:	Avalon, California	Accident Number:	WPR18LA203
Date & Time:	July 25, 2018, 09:30 Local	Registration:	N4747H
Aircraft:	Piper PA32	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 Serious, 2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A witness reported that the pilot's first landing attempt was too high, and the airplane went around. During the second landing attempt, the airplane was "still too high and came in too fast." The airplane touched down past the runway midpoint, and as the airplane neared the end of the runway, the witness heard the engine "rev up" and saw the airplane depart the runway in a "very nose high" pitch attitude. The airplane subsequently collided with terrain about 1,000 ft beyond the departure end of the runway and about 75 to 100 ft below the runway surface elevation. The pilot reported that he did not recall the events of the accident, but stated that there were no mechanical anomalies with the airplane. The accident is consistent with the pilot's delayed decision to conduct a go-around following an unstable approach and long landing, which resulted in the airplane having insufficient airspeed to climb after the attempted go-around and impact with terrain.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's delayed decision to conduct a go-around following an unstable landing approach and long landing.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Delayed action - Pilot
Personnel issues	Decision making/judgment - Pilot
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing	Landing area overshoot
Landing-aborted after touchdown	Runway excursion (Defining event)
Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)

On July 25, 2018, about 0930 Pacific daylight time, a Piper PA-32-300, N4747H, was substantially damaged when it was involved in an accident in Avalon, California. The private pilot sustained serious injuries and the two passengers sustained minor injuries. The airplane was operated by the pilot as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that he did not remember the accident but did state there were no mechanical failures or malfunctions with the airplane prior to the accident.

The airport manager reported that when the airplane was on downwind, he advised the pilot of the wind which was 330° at 4 knots. He stated that the pilot's first landing attempt was too high, and the airplane went around. On the second landing attempt the airplane was "still too high and came in too fast" but touched down past about midfield. As the airplane neared the end of the runway, he heard the engine "rev up" and observed the airplane depart the runway in a "very nose high" pitch attitude. The airplane subsequently collided with terrain about 1,000 ft beyond the departure end of the runway and about 75 to 100 ft below the runway surface elevation in a nose low attitude.

Pilot Information

Certificate:	Private	Age:	71,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
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:	July 1, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4747H
Model/Series:	PA32 300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32-7940158
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-540 SER
Registered Owner:		Rated Power:	
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:	KAVX,1602 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:51 Local	Direction from Accident Site:	51°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	29°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fullerton, CA (FUL)	Type of Flight Plan Filed:	None
Destination:	Avalon, CA (AVX)	Type of Clearance:	Unknown
Departure Time:	09:04 Local	Type of Airspace:	Class G

Airport Information

Airport:	CATALINA AVX	Runway Surface Type:	Asphalt
Airport Elevation:	1602 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 Minor	Latitude, Longitude:	33.401668,-118.421112(est)

Administrative Information

Investigator In Charge (IIC):	Vanover, Jackie	
Additional Participating Persons:	Thomas R Walters; FAA; Long Beach, CA	
Original Publish Date:	November 19, 2020	Investigation Class: 3
Note:	The NTSB did not travel to the scene of this accident.	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97891	

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