



Aviation Investigation Final Report

Location:	Malad, Idaho	Accident Number:	WPR18LA275
Date & Time:	September 26, 2018, 16:50 Local	Registration:	N24BA
Aircraft:	Piper PA-32RT	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

The pilot reported that he did not realize that he entered the runway at the taxiway intersection about halfway down the 5,000-ft-long runway. During the takeoff ground roll, the airplane's speed was about 60 knots (below rotation speed) when he realized that the end of the runway was approaching, and he needed to either lift off or abort the takeoff. The pilot attempted to continue the takeoff, but the airplane would not lift off. The pilot subsequently applied the brakes to try and stop, however there was not enough runway remaining and the airplane continued off the end of the runway, over a road, and struck a drainage ditch. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. It is likely that if the pilot had utilized the full available runway for the takeoff, or had aborted the takeoff sooner, the runway excursion would not have occurred.

Probable Cause and Findings

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

The pilot's failure to identify that he was not utilizing the full runway for takeoff, and his delayed decision to abort the takeoff, which resulted in a runway overrun.

Findings

Personnel issues

Decision making/judgment - Pilot

Aircraft

Takeoff distance - Not attained/maintained

Factual Information

History of Flight

Takeoff-rejected takeoff	Runway excursion (Defining event)
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On September 26, 2018, about 1650 mountain daylight time, a Piper PA-32RT-300T Lance, N24BA, was substantially damaged when it was involved in an accident near Malad, Idaho. The private pilot was not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 ferry flight.

The ferry flight was originating from Malad City Airport, (MLD) Malad, Idaho, with a planned destination of Great Falls International Airport (GTF), Great Falls, Montana.

The pilot reported that he did not realize that he entered the runway at the taxiway intersection about halfway down the runway. During the takeoff ground roll, the airplane's speed was about 60 knots (below rotation speed) when he realized that the end of the runway was approaching, and he needed to either lift off or abort the takeoff. The pilot pulled up to takeoff, but he could hear the stall warning horn and the airplane was not lifting off the runway. The pilot subsequently applied the brakes to try and stop, however there was not enough runway remaining and the airplane continued off the end of the runway, over a road, and collided into a drainage ditch. The wings and fuselage were substantially damaged.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Pilot Information

Certificate:	Private	Age:	35,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 11, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 8, 2016
Flight Time:	90 hours (Total, all aircraft), 29 hours (Total, this make and model), 46 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N24BA
Model/Series:	PA-32RT 300	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-7887206
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 1, 2018 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5033 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	TIO-540-SIAD
Registered Owner:		Rated Power:	300 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:	KMLD, 4503 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	22:51 Local	Direction from Accident Site:	175°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	20°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Malad, ID	Type of Flight Plan Filed:	None
Destination:	Great Falls, MT (GTF)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Malad City MLD	Runway Surface Type:	Asphalt
Airport Elevation:	4503 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	4950 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.170555,-112.28944

Administrative Information

Investigator In Charge (IIC):	Keliher, Zoe		
Additional Participating Persons:	John Cosenza; Federal Aviation Administration; Salt Lake City , UT		
Original Publish Date:	March 3, 2022	Investigation Class:	3
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98364		

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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](#).