



Aviation Investigation Final Report

Location:	Port Orange, Florida	Accident Number:	ERA23LA123
Date & Time:	February 2, 2023, 12:00 Local	Registration:	N864JB
Aircraft:	Piper PA46	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported, and airport security video confirmed, that during a takeoff attempt, the right wing contacted the runway and the pilot pulled back excessively on the yoke. The airplane pitched up, stalled, and descended back on to the runway. It subsequently travelled off the end of the runway and impacted trees, before coming to rest on its side. The pilot added that in retrospect, he should have rejected the takeoff when the right wing contacted the runway. Examination of the wreckage by a Federal Aviation Administration inspector did not reveal any preimpact mechanical malfunctions, nor did the pilot report any. The inspector noted that both wings separated, and the fuselage was substantially damaged.

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 a takeoff attempt, which resulted in an aerodynamic stall, runway excursion, and collision with trees.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Pitch control - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Runway excursion
Takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	46,Male
Airplane Rating(s):	Single-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):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 24, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 21, 2022
Flight Time:	459 hours (Total, all aircraft), 19 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N864JB
Model/Series:	PA46 310P	Aircraft Category:	Airplane
Year of Manufacture:	1986	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4608009
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	4100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520
Registered Owner:	On file	Rated Power:	310 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:	KDAB, 26 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	351°
Lowest Cloud Condition:	Few / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.16 inches Hg	Temperature/Dew Point:	26°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Port Orange, FL	Type of Flight Plan Filed:	IFR
Destination:	Bluffton, OH (5G7)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	29.075329,-81.053203(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Robert Gonzalez Jr; FAA/FSDO; Orlando, FL
Original Publish Date:	June 15, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106675

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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](#).