



Aviation Investigation Final Report

Location:	Norwood, Massachusetts	Accident Number:	ERA23LA364
Date & Time:	September 6, 2023, 23:00 Local	Registration:	N400RW
Aircraft:	Piper PA24	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot and passenger proceeded on the cross-country night flight and on arrival near the destination airport the pilot stated that he was instructed by air traffic control to descend through class B airspace on a straight-in approach to the runway, which required him to descend at a rate of about 1,000 ft-per-minute. While flying the straight-in approach he indicated that he was, "a little behind on the aircraft as we descended." With the lights and the runway in sight he descended too quickly on final approach and impacted airport approach lighting then the ground short of the runway, resulting in substantial damage to the right wing. The pilot stated that there were no preimpact mechanical malfunctions or failures of 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 fly an appropriate glide path during the landing approach, which resulted in a collision with approach lights and the ground short of the intended runway.

Findings

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

Factual Information

History of Flight

Approach-VFR pattern final	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Private	Age:	45,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 15, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 5, 2023
Flight Time:	587 hours (Total, all aircraft), 39 hours (Total, this make and model), 70 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N400RW
Model/Series:	PA24 400	Aircraft Category:	Airplane
Year of Manufacture:	1964	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	26-63
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	February 1, 2023 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3871 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-720-A1A
Registered Owner:	On file	Rated Power:	400 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KOWD,49 ft msl	Distance from Accident Site:	0.43 Nautical Miles
Observation Time:	22:53 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Clear	Visibility	8 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	Unknown / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.76 inches Hg	Temperature/Dew Point:	23°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Nantucket, MA (ACK)	Type of Flight Plan Filed:	None
Destination:	Norwood, MA	Type of Clearance:	VFR flight following
Departure Time:	22:30 Local	Type of Airspace:	

Airport Information

Airport:	Norwood Memorial Airport OWD	Runway Surface Type:	Asphalt
Airport Elevation:	49 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	4007 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	42.18348,-71.171337(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Philip D. Kingston; FAA/FSDO; Boston, MA
Original Publish Date:	December 13, 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=193025

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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](#).