



Aviation Investigation Final Report

Location:	Ocklawaha, Florida	Accident Number:	ERA24LA031
Date & Time:	October 29, 2023, 13:15 Local	Registration:	N9159W
Aircraft:	Piper PA-28-235	Aircraft Damage:	Substantial
Defining Event:	Landing area overshoot	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was attempting a second landing, after going around due to “heavy turbulence” on his first approach. He reported that he experienced a tailwind and the airplane floated before landing “longer than usual.” He applied the brakes but was unable to stop on the runway resulting in a runway overrun. After departing the runway, the airplane impacted a fence resulting in substantial damage to the left wing and engine mount. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 attain a proper touchdown point which resulted in a runway overrun and subsequent impact with a fence.

Findings

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	73, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	January 3, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 2, 2023
Flight Time:	476 hours (Total, all aircraft), 291 hours (Total, this make and model), 35 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9159W
Model/Series:	PA-28-235	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-10778
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 5, 2023 Annual	Certified Max Gross Wt.:	2908 lbs
Time Since Last Inspection:	43 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2734.1 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-540-B4B5
Registered Owner:	On file	Rated Power:	235 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:	OCF, 87 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	12:58 Local	Direction from Accident Site:	277°
Lowest Cloud Condition:	Scattered	Visibility	10 miles
Lowest Ceiling:	Broken / 3600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	Unknown / Terrain-Induced
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	Unknown / Severe
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	28°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sebring, FL (SEF)	Type of Flight Plan Filed:	None
Destination:	Ocklawaha, FL	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	WOODS AND LAKES AIRPARK FA38	Runway Surface Type:	Asphalt;Grass/turf
Airport Elevation:	100 ft msl	Runway Surface Condition:	Dry
Runway Used:	03/21	IFR Approach:	None
Runway Length/Width:	2900 ft / 97 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	29.120762,-81.889243(est)

Administrative Information

Investigator In Charge (IIC):	Young, Joshua
Additional Participating Persons:	Cheryl King; FAA/FSDO; Orlando, FL
Original Publish Date:	January 25, 2024
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=193347

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).