



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Carrizo Springs, Texas | Accident Number: | CEN22LA105 |
| Date & Time: | January 14, 2022, 15:30 Local | Registration: | N646CA |
| Aircraft: | Piper PA 46-350P | Aircraft Damage: | Substantial |
| Defining Event: | Runway excursion | Injuries: | 3 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot reported that while landing at his destination airport and entering ground effect on final approach, the airplane “was blown left” from the runway centerline and ballooned. The pilot pushed the nose over to keep the airplane from stalling. As the wheels touched down, the airplane veered to the left and exited the left side of the runway. The airplane sustained substantial damage to the right wing and flap. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operations. At the time of the accident, the pilot was landing the airplane on runway 13 with wind 180° at 8 knots, gusting to 14 knots.

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 directional control of the airplane during landing with a gusting crosswind that resulted in a runway excursion.

Findings

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| Personnel issues | Aircraft control - Pilot |
| Aircraft | Directional control - Not attained/maintained |
| Environmental issues | Crosswind - Effect on operation |

Factual Information

History of Flight

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|---------|-----------------------------------|
| Landing | Other weather encounter |
| Landing | Loss of control on ground |
| Landing | Runway excursion (Defining event) |

Pilot Information

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|---------------------------|--|-----------------------------------|--------------------|
| Certificate: | Private | Age: | 47,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 Without waivers/limitations | Last FAA Medical Exam: | February 1, 2021 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | September 26, 2021 |
| Flight Time: | 584 hours (Total, all aircraft), 80 hours (Total, this make and model), 23 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N646CA |
| Model/Series: | PA 46-350P | Aircraft Category: | Airplane |
| Year of Manufacture: | 1995 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 4622196 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | August 16, 2021 Annual | Certified Max Gross Wt.: | 4300 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2716 Hrs as of last inspection | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | TI0-540 SER |
| Registered Owner: | Single Windmill Ranch | Rated Power: | 310 Horsepower |
| Operator: | Single Windmill Ranch | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KCZT, 598 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 15:30 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 8 knots / 14 knots | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | 180° | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 29.82 inches Hg | Temperature/Dew Point: | 27°C / 1°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Lago Vista, TX (RYW) | Type of Flight Plan Filed: | None |
| Destination: | Carrizo Springs, TX | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|-------------------|----------------------------------|-----------|
| Airport: | Dimmit County CZT | Runway Surface Type: | Asphalt |
| Airport Elevation: | 598 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 130 | IFR Approach: | None |
| Runway Length/Width: | 5000 ft / 100 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 2 None | Aircraft Fire: | None |
| Ground Injuries: | | Aircraft Explosion: | None |
| Total Injuries: | 3 None | Latitude, Longitude: | 28.442971,-99.899214(est) |

Administrative Information

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|--|---|
| Investigator In Charge (IIC): | Lemishko, Alexander |
| Additional Participating Persons: | Frederick McMillian; FAA FSDO; Houston, TX |
| Original Publish Date: | June 14, 2022 |
| 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=104539 |

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](#).