



Aviation Investigation Final Report

Location:	Palm Beach Gardens, Florida	Accident Number:	ERA24LA111
Date & Time:	February 7, 2024, 12:26 Local	Registration:	N484AP
Aircraft:	Piper PA-32-301T	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the airplane reported that he was intending to perform a touch and go landing at his home airport. Weather reports around the time of the accident indicated a 13 knot direct crosswind with wind gusts up to 21 knots. The pilot stated that immediately after the left main landing gear touched the runway, the airplane started to drift to the left. The airplane exited the runway into the grass, the nose landing gear collapsed, and the left main landing gear separated from the airplane. The runway excursion resulted in the vertical stabilizer sustaining substantial damage. The pilot stated that there were no preimpact 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 maintain directional control of the airplane during the landing roll in a gusting crosswind.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Response/compensation
Environmental issues	Gusts - Response/compensation

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	67, 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 With waivers/limitations	Last FAA Medical Exam:	December 7, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 8, 2023
Flight Time:	560 hours (Total, all aircraft), 125 hours (Total, this make and model), 435 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N484AP
Model/Series:	PA-32-301T	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32-8124003
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	April 10, 2023 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3426 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	TIO-540-S1AD
Registered Owner:	On file	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:	F45,22 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:10 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 21 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	22°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	North Palm Beach, FL (F45)	Type of Flight Plan Filed:	None
Destination:	North Palm Beach, FL (F45)	Type of Clearance:	None
Departure Time:	12:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	NORTH PALM BEACH COUNTY GENERAL AVIATION F45	Runway Surface Type:	Asphalt
Airport Elevation:	22 ft msl	Runway Surface Condition:	Dry
Runway Used:	09R	IFR Approach:	None
Runway Length/Width:	4300 ft / 100 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	26.845917,-80.222333(est)

Administrative Information

Investigator In Charge (IIC):	Gibson, Kurt
Additional Participating Persons:	James P. Foster; FAA/FSDO; Miramar, FL
Original Publish Date:	April 12, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=193776

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](#).