



Aviation Investigation Final Report

Location:	Carrabassett, Maine	Accident Number:	ERA24LA177
Date & Time:	April 8, 2024, 11:19 Local	Registration:	N6465P
Aircraft:	Piper PA-24-250	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot was attempting to land in gusty wind conditions in mountainous terrain. On short final approach, the airplane entered a rapid descent. The pilot attempted to go-around by applying full power. The airplane continued to descend and touched down short of the runway, after which the landing gear collapsed. The airplane traveled about 150 ft down the runway before coming to a stop resulting in substantial damage to the lower fuselage structure. The pilot reported 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 attain a proper touchdown point while landing in gusty wind conditions.

Findings

Aircraft	Descent/approach/glide path - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Approach-VFR go-around	Collision with terr/obj (non-CFIT) (Defining event)
-------------------------------	---

Pilot Information

Certificate:	Private	Age:	59, 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 2 With waivers/limitations	Last FAA Medical Exam:	August 14, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 31, 2024
Flight Time:	1151 hours (Total, all aircraft), 720 hours (Total, this make and model), 1030 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6465P
Model/Series:	PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:	1959	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1580
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 19, 2023 Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:	11.3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7051.9 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-540-A1D5
Registered Owner:	SIX FIVE PAPA INC	Rated Power:	250 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:	B21	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:10 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Nashua, NH (KASH)	Type of Flight Plan Filed:	None
Destination:	Carrabassett , ME	Type of Clearance:	VFR flight following
Departure Time:	10:01 Local	Type of Airspace:	Class E

Airport Information

Airport:	SUGARLOAF RGNL B21	Runway Surface Type:	Asphalt
Airport Elevation:	880 ft msl	Runway Surface Condition:	Dry
Runway Used:	17/35	IFR Approach:	None
Runway Length/Width:	2797 ft / 75 ft	VFR Approach/Landing:	Go around;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	45.08532,-70.216323

Administrative Information

Investigator In Charge (IIC):	Read, Leah
Additional Participating Persons:	Matthew Hall; FAA/FSDO; Portland, ME
Original Publish Date:	May 29, 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=194083

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](#).