



# Aviation Investigation Final Report

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

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



## Factual Information

### History of Flight

<b>Approach-VFR go-around</b>	Collision with terr/obj (non-CFIT) (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 14, 2023
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 31, 2024
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N6465P
<b>Model/Series:</b>	PA-24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1959	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-1580
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 19, 2023 Annual	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>	11.3 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7051.9 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	O-540-A1D5
<b>Registered Owner:</b>	SIX FIVE PAPA INC	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	B21	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	11:10 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Nashua, NH (KASH)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Carrabassett , ME	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	10:01 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Read, Leah
<b>Additional Participating Persons:</b>	Matthew Hall; FAA/FSDO; Portland, ME
<b>Original Publish Date:</b>	May 29, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=194083">https://data.ntsb.gov/Docket?ProjectID=194083</a>

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](#).