



Aviation Investigation Final Report

Location:	Palmetto, Florida	Accident Number:	ERA24LA233
Date & Time:	May 30, 2024, 12:17 Local	Registration:	N313RB
Aircraft:	Piper PA32RT	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot flew uneventfully to a nearby turf-runway airport to purchase fuel. He purchased 35 gallons and attempted to takeoff on runway 7, which was 3,120 ft long. About three-fourths down the runway during takeoff roll, the airspeed was increasing, but had not yet reached rotation speed. At that time, a gust of wind lifted the airplane 10 to 15 ft into the air, before it settled back on to the runway. The pilot initiated a rejected takeoff; however, he subsequently did not think the airplane would stop with 800 ft of runway remaining. He then decided to re-apply full power and try to become airborne again. The airplane traveled off the end of the runway and came to rest upright in an adjacent watermelon field, resulting in substantial damage to both wings and the fuselage.

The pilot reported that there were no preimpact mechanical malfunctions of the airplane that would have precluded normal operation. The recorded wind at an airport located 9 miles away from the accident site, about the time of the accident, was from 120° at 10 kts, gusting to 16 kts. Had the pilot continued the rejected takeoff, rather than initiate a second takeoff attempt with little runway remaining, the airplane may have traveled off the end of the turf runway and into the watermelon field, but it would have been at a much slower groundspeed, resulting in less or no damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper decision to re-attempt a takeoff with little runway remaining, after rejecting a takeoff in gusting wind conditions, which resulted in a runway overrun at a higher speed and collision with terrain.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Airspeed - Not attained/maintained
Environmental issues	Gusts - Response/compensation

Factual Information

History of Flight

Takeoff	Other weather encounter
Takeoff	Loss of control on ground (Defining event)
Takeoff	Runway excursion
Takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	62, 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 Without waivers/limitations	Last FAA Medical Exam:	September 27, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 20, 2024
Flight Time:	600 hours (Total, all aircraft), 13 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N313RB
Model/Series:	PA32RT 300T	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-7887157
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TIO-540
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:	SRQ,29 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 16 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	33°C / 17°C
Precipitation and Obscuration:			
Departure Point:	Palmetto, FL	Type of Flight Plan Filed:	None
Destination:	Saint Petersburg, FL (SPG)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Manatee Airport 48X	Runway Surface Type:	Grass/turf
Airport Elevation:	27 ft msl	Runway Surface Condition:	Dry
Runway Used:	07	IFR Approach:	None
Runway Length/Width:	3120 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	27.642597,-82.519917

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Rohn Cash; FAA/FSDO; Tampa, FL
Original Publish Date:	June 28, 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=194353

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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](#).