



Aviation Investigation Final Report

Location:	Columbia, South Carolina	Accident Number:	GAA18CA368
Date & Time:	June 18, 2018, 17:20 Local	Registration:	N41AL
Aircraft:	Piper PA 32-300	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he landed the airplane right of the runway centerline. The airplane then veered off the runway to the left, the propeller struck the ground, and the nosewheel separated.

The airplane sustained substantial damage to the lower firewall mating the lower engine mount.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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 during landing.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Miscellaneous/other
Landing-landing roll	Runway excursion
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Part(s) separation from AC

Pilot Information

Certificate:	Private	Age:	28,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	October 1, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N41AL
Model/Series:	PA 32-300	Aircraft Category:	Airplane
Year of Manufacture:	1972	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32-7240107
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:		Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IO-540-K1A5
Registered Owner:		Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCAE, 225 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	21:56 Local	Direction from Accident Site:	21°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	36°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Columbia, SC (CAE)	Type of Flight Plan Filed:	VFR
Destination:	COLUMBIA, SC (CAE)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class C

Airport Information

Airport:	COLUMBIA METROPOLITAN CAE	Runway Surface Type:	Concrete
Airport Elevation:	236 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	8601 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.938888,-81.119445(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Cornelius J Baker; FAA; Columbia , SC
Original Publish Date:	June 10, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97545

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).