



Aviation Investigation Final Report

Location:	Reserve, New Mexico	Accident Number:	GAA16CA505
Date & Time:	September 8, 2016, 20:12 Local	Registration:	N563WT
Aircraft:	PIPER AIRCRAFT INC PA46R	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 while landing at dusk, he attempted to activate the pilot controlled lighting system, but was not successful. He further reported that there was a significant left crosswind, and that perhaps he did not crab enough. The airplane touched down on the grass to the right of the runway, he applied left rudder, the airplane veered to the left, crossed the runway, and continued off the runway to the left into rough terrain. The nose landing gear collapsed and the airplane came to rest in a nose down position.

The airplane sustained substantial damage to the left wing.

The pilot reported no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

According to the pilot, the weather at the time of the accident was wind 170 degrees true at 11 knots. The airplane landed on runway 24.

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 with a crosswind.

Findings

Aircraft	Directional control - Not attained/maintained
Aircraft	Crosswind correction - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on operation
Environmental issues	Dark - Effect on personnel
Environmental issues	Rough terrain - Contributed to outcome

Factual Information

History of Flight

Landing-flare/touchdown	Other weather encounter
Landing	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	53, 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:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 14, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 31, 2015
Flight Time:	(Estimated) 776 hours (Total, all aircraft), 560 hours (Total, this make and model), 674 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER AIRCRAFT INC	Registration:	N563WT
Model/Series:	PA46R 350T	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4692074
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	December 8, 2015 Annual	Certified Max Gross Wt.:	4340 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	987.8 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	TIO-540-AE2A
Registered Owner:		Rated Power:	350 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	KSJN, 5733 ft msl	Distance from Accident Site:	56 Nautical Miles
Observation Time:	02:54 Local	Direction from Accident Site:	332°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	21°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SOCORRO, NM (ONM)	Type of Flight Plan Filed:	None
Destination:	Reserve, NM (T16)	Type of Clearance:	VFR; VFR flight following
Departure Time:	19:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	RESERVE T16	Runway Surface Type:	Asphalt
Airport Elevation:	6360 ft msl	Runway Surface Condition:	Dry;Holes;Vegetation
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4777 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	33.694168,-108.85083

Administrative Information

Investigator In Charge (IIC):	Vanover, Jackie
Additional Participating Persons:	Gary Medina; FAA; Albuquerque, NM
Original Publish Date:	February 6, 2017
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=94069

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](#).