



Aviation Investigation Final Report

Location:	Swainsboro, Georgia	Accident Number:	GAA19CA191
Date & Time:	March 31, 2019, 11:25 Local	Registration:	N75242
Aircraft:	Piper PA32	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, during cruise flight, the onboard weather radar showed unfavorable weather ahead, and he diverted to a nearby airport for a precautionary landing. Upon touchdown, the airplane veered left and slid off the runway onto an adjacent field, and the nose landing gear collapsed.

The airplane sustained substantial damage to the upper engine mount.

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

The airport's automated weather observation station reported that, about the time of the accident, the wind was from 230° at 9 knots, gusting to 18 knots. The pilot landed the airplane on runway 32.

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 in gusting crosswind conditions, which resulted in a runway excursion and the landing gear collapsing.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on operation
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Enroute-cruise	Miscellaneous/other
Landing	Loss of control on ground (Defining event)
Landing-flare/touchdown	Runway excursion
Landing-flare/touchdown	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	50,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 13, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 26, 2018
Flight Time:	(Estimated) 248 hours (Total, all aircraft), 166 hours (Total, this make and model), 202 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N75242
Model/Series:	PA32 260	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32-7600016
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 22, 2018 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-540-E4B5
Registered Owner:		Rated Power:	250 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:	KSBO,329 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:35 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 18 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	24°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Shellman Bluff, GA (1GA0)	Type of Flight Plan Filed:	None
Destination:	Winder, GA (WDR)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	East Georgia Regional SBO	Runway Surface Type:	Asphalt
Airport Elevation:	327 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	6021 ft / 100 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:	32.609165,-82.370002(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Steve Davidson; FAA; Atlanta, GA
Original Publish Date:	March 20, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99209

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](#).