



Aviation Investigation Final Report

Location:	Eastsound, Washington	Accident Number:	WPR24LA017
Date & Time:	October 13, 2023, 11:48 Local	Registration:	N509Z
Aircraft:	PIPER AIRCRAFT INC PA 46-350P	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	N/A
Flight Conducted Under:	Part 91: General aviation - Executive/Corporate		

Analysis

The pilot reported that during his final approach, about 25 ft above the ground (agl), the airplane's airspeed was too fast for the remaining available runway. The pilot initiated a go-around and raised the flaps prior to establishing a positive climb rate. Subsequently, the stall indicator warning sounded, and the airplane did not climb. The pilot then lowered the nose and the airplane impacted terrain. The right wing sustained substantial damage. 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 unstable approach and improper configuration of the flaps during a go-around which resulted in an aerodynamic stall and subsequent impact with terrain.

Findings

Personnel issues	Use of equip/system - Pilot
Aircraft	TE flap control system - Incorrect use/operation
Aircraft	Configuration - Not attained/maintained
Aircraft	Descent/approach/glide path - Not attained/maintained

Factual Information

History of Flight

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

Certificate:	Commercial	Age:	48,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	June 10, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 4, 2022
Flight Time:	2456 hours (Total, all aircraft), 659 hours (Total, this make and model), 2349 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Left
Other Aircraft Rating(s):	Restraint Used: 3-point
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Passenger Information

Certificate:	Age:	
Airplane Rating(s):	Seat Occupied:	Right
Other Aircraft Rating(s):	Restraint Used:	3-point
Instrument Rating(s):	Second Pilot Present:	
Instructor Rating(s):	Toxicology Performed:	
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Passenger Information

Certificate:	Age:	
Airplane Rating(s):	Seat Occupied:	Right
Other Aircraft Rating(s):	Restraint Used:	3-point
Instrument Rating(s):	Second Pilot Present:	
Instructor Rating(s):	Toxicology Performed:	
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER AIRCRAFT INC	Registration:	N509Z
Model/Series:	PA 46-350P	Aircraft Category:	Airplane
Year of Manufacture:	2018	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4636726
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 17, 2023 Annual	Certified Max Gross Wt.:	4358 lbs
Time Since Last Inspection:	78 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	575 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, not activated	Engine Model/Series:	TIO-540-AE2A
Registered Owner:	On file	Rated Power:	350 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:	KORS, 31 ft msl	Distance from Accident Site:	0.5 Nautical Miles
Observation Time:	11:35 Local	Direction from Accident Site:	219°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.78 inches Hg	Temperature/Dew Point:	12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Yakima, WA (KYKM)	Type of Flight Plan Filed:	None
Destination:	Eastsound, WA (KORS)	Type of Clearance:	None
Departure Time:	10:48 Local	Type of Airspace:	Class G

Airport Information

Airport:	ORCAS ISLAND ORS	Runway Surface Type:	Asphalt
Airport Elevation:	34 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	Unknown
Runway Length/Width:	2901 ft / 60 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	48.708337,-122.91059

Administrative Information

Investigator In Charge (IIC):	Johnson, Scott
Additional Participating Persons:	Christopher Tuman; Federal Aviation Administration; Seattle, WA
Original Publish Date:	June 6, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193258

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](#).