



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Ponca City, Oklahoma	Accident Number:	CEN24LA074
Date & Time:	December 26, 2023, 11:15 Local	Registration:	N510P
Aircraft:	Piper PA-34-200T	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he completed the before landing checklist while on the downwind leg of the airport traffic pattern. The approach and landing were completed at a reduced flap setting due to the gusty wind. After the airplane touched down, the pilot “felt a pull to the left,” and he thought that there might have been an issue with the nose wheel steering. The airplane ultimately departed the left side of the runway, and the left main landing gear collapsed. The left wing was damaged during the accident sequence.

A postaccident examination conducted by a Federal Aviation Administration inspector did not reveal any anomalies with respect to the nose wheel assembly or the steering linkage. Rudder control continuity was confirmed.

Surface weather observations indicated that a 50° - 70° right crosswind with gusts to 30 knots prevailed about the time of the accident.

Probable Cause and Findings

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

The pilot’s loss of directional control during landing in gusty crosswind conditions.

Findings

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

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	42, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	May 15, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 11, 2023
Flight Time:	340 hours (Total, all aircraft), 137 hours (Total, this make and model), 282 hours (Pilot In Command, all aircraft), 74 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N510P
Model/Series:	PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7970268
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	February 18, 2023 Annual	Certified Max Gross Wt.:	4500 lbs
Time Since Last Inspection:	165 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	5420 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360EB
Registered Owner:	On file	Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	On file	Operator Designator Code:	N/A

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPNC, 998 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	341°
Lowest Cloud Condition:	Scattered / 4700 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 26 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.81 inches Hg	Temperature/Dew Point:	6°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Norman, OK (OUN)	Type of Flight Plan Filed:	VFR
Destination:	Ponca City, OK (PNC)	Type of Clearance:	VFR flight following
Departure Time:	10:20 Local	Type of Airspace:	Class E

Airport Information

Airport:	Ponca City Regional PNC	Runway Surface Type:	Concrete
Airport Elevation:	1009 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	7201 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	36.731955,-97.099782(est)

Administrative Information

Investigator In Charge (IIC):	Sorensen, Timothy
Additional Participating Persons:	Adam J. Brandt; FAA Flight Standards; Oklahoma City, OK
Original Publish Date:	February 8, 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=193571

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](#).