



# Aviation Investigation Final Report

<b>Location:</b>	Alamosa, Colorado	<b>Accident Number:</b>	CEN24LA055
<b>Date &amp; Time:</b>	December 6, 2023, 14:26 Local	<b>Registration:</b>	N7790Y
<b>Aircraft:</b>	Piper PA-30	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the personal flight stated that he was the flying pilot and was seated in the right pilot seat with a passenger rated pilot seated in the left pilot seat. The pilot stated during landing that perhaps the airplane bounced. The airplane was right of the runway centerline and not pointed down the runway. The pilot stated that he corrected to the left and the airplane skidded off the runway and into a dirt area. The airplane's left main landing gear collapsed, and the airplane sustained substantial damage that included damage to the left wing.

Automatic Dependent Surveillance-Broadcast data showed that the airplane crossed the runway approach end with a ground speed of approximately 113 kts during calm wind conditions. The airplane's ground speed was approximately 70 kts about 4,000 ft down the runway when it began to veer off the runway. The Piper Aircraft PA-30 Owner's Handbook states that the final approach speed for the airplane is 100 mph (86.9 kts). The bounce during landing was consistent with an excessive touchdown speed after a final approach flown at a speed higher than that specified for the airplane.

The pilot stated that was no mechanical malfunction/failure of the airplane that would have precluded normal airplane 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 with an excessive touchdown speed that resulted in a loss of control and impact with terrain.

## Findings

Aircraft	Directional control - Not attained/maintained
Aircraft	Airspeed - Not specified

## Factual Information

### History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Landing gear collapse
Landing-landing roll	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	63,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	October 16, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 17, 2023
Flight Time:	16100 hours (Total, all aircraft), 250 hours (Total, this make and model)		

### Pilot-rated passenger Information

Certificate:	Commercial; Flight instructor	Age:	43,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	October 20, 2022
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7790Y
<b>Model/Series:</b>	PA-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1965	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30-146
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 1, 2023 Annual	<b>Certified Max Gross Wt.:</b>	3725 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3789 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320
<b>Registered Owner:</b>	ZULU HOLDINGS LLC	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ALS, 7540 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	13:52 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.28 inches Hg	<b>Temperature/Dew Point:</b>	11°C / -8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Alamosa, CO	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Alamosa, CO	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	San Luis Valley Regional Airport/Bergman Field ALS	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	7540 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	2	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8521 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	37.435125,-105.86787(est)

## Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Joshua Friederichs; Federal Aviation Administration, Denver FSDO; Denver, CO
Original Publish Date:	February 8, 2024
Last Revision Date:	
Investigation Class:	<a href="#">Class 4</a>
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="https://data.ntsb.gov/Docket?ProjectID=193486">https://data.ntsb.gov/Docket?ProjectID=193486</a>

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