



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Needles, California	<b>Accident Number:</b>	WPR23LA363
<b>Date &amp; Time:</b>	August 13, 2023, 15:00 Local	<b>Registration:</b>	N2957N
<b>Aircraft:</b>	Piper PA-32-300	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot stated that during initial takeoff climb, the airplane encountered windshear. He was unable to regain control and the airplane touched down hard on the paved runway. The airplane then veered off to the left of the runway and came to rest with the right main and nose landing gear separated from the fuselage. As a result of the impact, the spar sustained substantial damage. The pilot reported no pre impact mechanical malfunctions or failures that would have precluded normal operation.

The pilot did not submit the National Transportation Safety Board Pilot/Operator Aircraft Accident/Incident Report Form 6120.1.

## Probable Cause and Findings

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

An encounter with windshear during the initial climb after takeoff, resulting in a loss of control and a subsequent hard landing.

## Findings

<b>Environmental issues</b>	Windshear - Ability to respond/compensate
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

Takeoff	Runway excursion (Defining event)
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### Pilot Information

Certificate:	Private	Age:	73,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 1, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2957N
Model/Series:	PA-32-300	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32-7940228
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-540-K1A5
Registered Owner:	On file	Rated Power:	300
Operator:	On file	Operating Certificate(s) Held:	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>	KHII, 782 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	14:55 Local	<b>Direction from Accident Site:</b>	55°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	140°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.81 inches Hg	<b>Temperature/Dew Point:</b>	42°C / 7°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Needles, CA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	CHEMEHUEVI VALLEY 49X	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	638 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16/34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 75 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	34.527857,-114.43186

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Keliher, Zoe
<b>Additional Participating Persons:</b>	Robert Michaelson; Federal Aviation Administration; Riverside, CA
<b>Original Publish Date:</b>	April 4, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193497">https://data.nts.gov/Docket?ProjectID=193497</a>

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](#).