



Aviation Investigation Final Report

Location:	Tulsa, Oklahoma	Accident Number:	CEN24LA122
Date & Time:	February 23, 2024, 15:45 Local	Registration:	N3645W
Aircraft:	Piper PA32	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, while landing, the flaps were inadvertently retracted from the full position. The airplane touched down abruptly on the right side of the runway and headed off the runway toward the runway safety area. The pilot attempted to correct with opposite rudder but overcorrected and the airplane exited the left side of the runway. The pilot reported he then attempted a go-around but was not able to establish enough airspeed to become airborne, so he aborted the maneuver. During the runway excursion, the nose landing gear collapsed, and the right wing struck the ground, which resulted in substantial damage to the engine mount.

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

At the time of the accident, the pilot was landing the airplane on runway 1R in a variable wind of 5 knots, gusting to 20 knots.

Probable Cause and Findings

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

The pilot's inadvertent retraction of the flaps while landing which resulted in a hard landing and loss of directional control.

Findings

Personnel issues	Use of equip/system - Pilot
Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
Landing-landing roll	Loss of control on ground
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	59,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	September 1, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 30, 2023
Flight Time:	243 hours (Total, all aircraft), 43 hours (Total, this make and model), 119 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3645W
Model/Series:	PA32 260	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32-549
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	August 23, 2023 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	43 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3498 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-540-E985
Registered Owner:	On file	Rated Power:	260 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:	KRVS, 620 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 20 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	21°C / -5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Goldsby, OK (39OK)	Type of Flight Plan Filed:	None
Destination:	Tulsa, OK	Type of Clearance:	VFR
Departure Time:	15:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	TULSA RIVERSIDE RVS	Runway Surface Type:	Asphalt
Airport Elevation:	637 ft msl	Runway Surface Condition:	Dry
Runway Used:	01R/19L	IFR Approach:	None
Runway Length/Width:	4208 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.038877,-95.984215

Administrative Information

Investigator In Charge (IIC):	Brown, Zane
Additional Participating Persons:	Ryder Yocum; FAA FSDO; Oklahoma City, OK
Original Publish Date:	July 11, 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=193837

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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](#).