



Aviation Investigation Final Report

Location:	Grass Valley, California	Accident Number:	WPR24LA111
Date & Time:	March 14, 2024, 11:48 Local	Registration:	N1SS
Aircraft:	Piper AEROSTAR 601P	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the AWOS weather reported strong gusts of 15 up to 25 kts straight down the runway. At approximately 20 ft agl, he experienced moderate turbulence and elected to abort the landing and attempted to climb. However, as the airspeed was decreasing the airplane was not gaining altitude. The pilot experienced another strong wind gust which put the airplane into a nose down and right wing low attitude, which he was unable to control and collided with the runway substantially damaging the right wing.

The pilot stated that there were no preimpact mechanical malfunctions or failures that would have precluded normal operations.

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 in a gusting wind condition.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Lateral/bank control - Not attained/maintained
Environmental issues	(general) - Ability to respond/compensate

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing	Loss of control on ground
Landing-landing roll	Loss of control on ground (Defining event)

Pilot Information

Certificate:	Airline transport; Flight engineer	Age:	63
Airplane Rating(s):	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 1 Without waivers/limitations	Last FAA Medical Exam:	September 28, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	22323 hours (Total, all aircraft), 104 hours (Total, this make and model), 19500 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N1SS
Model/Series:	AEROSTAR 601P	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	61P06947963331
Landing Gear Type:	Retractable -	Seats:	5
Date/Type of Last Inspection:	March 13, 2024 Annual	Certified Max Gross Wt.:	6315 lbs
Time Since Last Inspection:	2.1 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2730.9 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-540-S1A5MM
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:	KG00,3153 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	59°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	17 knots / 29 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	0°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brigham City, UT (KMBC)	Type of Flight Plan Filed:	VFR
Destination:	Grass Valley, CA (KG00)	Type of Clearance:	VFR
Departure Time:	10:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Nevada County Airport GOO	Runway Surface Type:	Asphalt
Airport Elevation:	3158 ft msl	Runway Surface Condition:	Dry
Runway Used:	07	IFR Approach:	Visual
Runway Length/Width:	4657 ft / 75 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	39.222988,-121.00515(est)

Administrative Information

Investigator In Charge (IIC):	Basti, Paymaun
Additional Participating Persons:	Tony Blas; FAA; Sacramento, CA
Original Publish Date:	October 24, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=193937

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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](#).