

On September 8, 2016, I, Giuseppe Nirta, departed IFR from KPTK(Pontiac MI) at approximately 13:00 EDT for destination KSLN(Salina KS). I was solo in aircraft N563WT a white Piper Matrix. Full fuel onboard. Weather, airport info and NOTAMS were obtained thru ForeFlight during pre-flight planning. Prior to arrival terminal weather was obtained onboard the Avidyne and thru ATIS 120.15. Weather was VMC. KSLN tower cleared me for a visual to R17. Flight duration approximately 4hrs 36min

At the Salina FBO, weather, airport info and NOTAMS were obtained thru ForeFlight during pre-flight planning for KONM(Socorro NM). After a refueling tophoff I departed IFR at approximately 16:52 CDT for destination KONM(Socorro NM). Prior to arrival terminal weather was obtained onboard the Avidyne and thru AWOS 118.325. Weather was VMC. KONM is non towered and I cancelled IFR after reporting the field to Albuquerque center 124.325. I landed visual R15. Flight duration approximately 3hrs 13min

At Socorro, weather, airport info and NOTAMS were obtained thru ForeFlight during pre-flight planning for T16(Reserve NM). T16 does not report weather and nearest reporting is from KJTC(Springerville AZ). After a refueling tophoff I departed at approximately 19:30 MDT VFR for destination T16(Reserve NM). Weather was VMC. Anticipated flight duration approximately 34min. Enroute, I obtained Flight Following thru Albuquerque center 124.325. Approximately 50nm from destination my radar services were terminated and I squawked VFR. At approximately 28nm from destination the airport green/white beacon was identified. I began my descent from 12,500 to 7,400 MSL, the airport pattern altitude.

At approximately 10nm from destination I announced my position and intentions to land R24 on 122.9. I attempted to activate the MIRLs with five clicks of the mic. There was no response. I continued my approach thinking I may be out of range. Around 5nm I again attempted to activate the MIRLs. No response. I tried again with 7 clicks within 5 seconds thinking maybe the high intensity would work. No response. The runway was barely visible at this time, approximately 20:10 MDT. I noted the wind 170 @11 on my Avidyne PFD. I continued at pattern altitude using my onboard navigation systems and visual reference to airport beacon. I was familiar with the airport and location of beacon relative to runway from my previous flight here one year hence.

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I flew the upwind leg, crosswind leg, downwind leg then base leg of R24 trying to activate the MIRLs. I descended 500 feet during downwind and base legs in an attempt to get a better reference to R24.

At this point I knew the MIRLs would remain inactive. I flew the final approach leg level since it was difficult to establish the runway threshold. I did not make visual contact with runway until I was too close to make a landing. I flew the upwind leg and established visual reference with the runway out my left window. I descended another 200 feet during the downwind and base legs then flew the final approach. I had significant left crosswind and perhaps didn't crab enough or experienced slight sheer and missed the runway by approximately 10 feet to the right. Indicated airspeed at this point was 82 knots. I set the aircraft down on grass and made visual contact with runway to my left. Using left rudder and applying moderate brake pressure, I brought the aircraft back to the runway. Upon catching runway pavement, the aircraft experienced a strong pull to the left and I crossed the 50' wide runway very quickly. I entered into the grassy area to the left of the runway and upon experiencing undulating terrain, the aircraft nosed down and came to an abrupt halt. I was completely uninjured, I shut down all electronics and exited the aircraft.

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