



Aviation Investigation Final Report

Location:	Aberdeen, Mississippi	Accident Number:	CEN19TA112
Date & Time:	March 29, 2019, 17:45 Local	Registration:	N8397W
Aircraft:	Piper PA28	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot and the passenger, who had recently purchased the airplane, were repositioning the airplane to the destination airport. According to the passenger, who was a student pilot, the pilot was acting as the pilot-in-command and was manipulating the flight controls. The passenger stated that the flight was uneventful until landing. During the landing flare, the airplane was slightly left of the runway centerline when it suddenly veered left after touchdown. As the airplane continued off the left side of the runway, the pilot applied full power and attempted to abort the landing. During the aborted landing, the airplane collided with the airport perimeter fence then continued into a ditch. The pilot had no memory of the accident flight. The postaccident airplane examination did not reveal any mechanical malfunctions or failures that would have precluded normal operation. The flaps were found fully extended. It is likely that the pilot did not maintain directional control during landing and that the airplane did not gain enough altitude during the go-around attempt to avoid the airport perimeter fence.

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 of the airplane during landing, which resulted in a collision with a fence and impact with terrain during the attempted aborted landing.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Aircraft	Altitude - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground
Landing-aborted after touchdown	Collision during takeoff/land (Defining event)

On March 29, 2019, at 1745 central daylight time, a Piper PA-28-180 airplane, N8397W, collided with an airport perimeter fence and a ditch after an aborted landing at Monroe County Airport, (M40), Aberdeen/Amory, Mississippi. The private pilot and passenger received minor injuries and the airplane sustained substantial damage. The airplane was registered to and operated by a private individual under the provisions of Title 14 *Code of Federal Regulations* Part 91 as a personal flight. Day visual meteorological conditions prevailed at the time of the accident and no flight plan was filed. The flight originated from Marion County-Rankin Fite Airport (HAB), Hamilton, Alabama about 1715.

The passenger, who held a student pilot certificate with about 40 hours of flight time, stated that he had recently purchased the airplane and planned to take lessons from a flight instructor at M40 on April 1, 2019. He and the private pilot intended to reposition the airplane to M40 where it was to be refueled for the upcoming flight instruction. He stated the private pilot was acting as the pilot in command and was manipulating the flight controls. He added that the flight was uneventful until the landing at M40. During the landing flare, the airplane was slightly left of the runway centerline when it suddenly veered left. As the airplane continued off the left side of the runway, the private pilot applied full power and attempted to abort the landing. During the aborted landing the airplane collided with the north-south airport perimeter fence then continued into a ditch (figure 1).



Figure 1 – Accident airplane in a ditch

After the airplane impacted the ditch, the private pilot was unconscious for a few minutes until first responders arrived. The pilot was taken to a local hospital and treated for a concussion. He reported that he has no memory of the accident flight.

A review of the airport surveillance video revealed the wind was from the south about 10 knots.

The responding Federal Aviation Administration (FAA) inspector completed a postaccident examination of the airplane on April 1, 2019. The flaps were found fully extended and the flight control cables were continuous. The nose landing gear was impact damaged; the corresponding rudder cable was off of the pulley and the cable's attachment point to the rudder pedal was broken. The examination did not reveal any preimpact anomalies that would have precluded normal operation. The FAA inspector's photos revealed tire tracks in the grass where the airplane exited the runway. The tire tracks continued left across the taxiway and led to a knocked over fence post and metal fence laid on the ground toward the airplane. The airplane came to rest facing northwest toward the runway 18 threshold (figure 2).



Figure 2 – Airplane in a ditch facing toward the runway 18 threshold

Pilot-rated passenger Information

Certificate:	Student	Age:	36, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	October 10, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 40 hours (Total, all aircraft)		

Pilot Information

Certificate:	Private	Age:	56,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 19, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 24, 2018
Flight Time:	819 hours (Total, all aircraft), 7.9 hours (Total, this make and model), 664 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1.7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8397W
Model/Series:	PA28 180	Aircraft Category:	Airplane
Year of Manufacture:	1965	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-2607
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 16, 2019 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5687.78 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-360-A3A
Registered Owner:		Rated Power:	180 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:	KM40,227 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:55 Local	Direction from Accident Site:	205°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.81 inches Hg	Temperature/Dew Point:	19°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hamilton, AL (HAB)	Type of Flight Plan Filed:	None
Destination:	Aberdeen, MS (M40)	Type of Clearance:	None
Departure Time:	17:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	Monroe County M40	Runway Surface Type:	Asphalt
Airport Elevation:	225 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4999 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	33.877777,-88.487503(est)

Administrative Information

Investigator In Charge (IIC):	Lindberg, Joshua		
Additional Participating Persons:	Frank Mahaffey; Federal Aviation Administration; Jackson, MS		
Original Publish Date:	January 28, 2021	Investigation Class:	3
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99202		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).