



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Estherville, Iowa	<b>Accident Number:</b>	GAA17CA338
<b>Date &amp; Time:</b>	June 14, 2017, 09:15 Local	<b>Registration:</b>	N33764
<b>Aircraft:</b>	Piper PA 28	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The solo student pilot reported that, as the airplane entered ground effect, while landing in crosswind conditions, a wind gust lifted the airplane and pushed it to the left. He added that he initiated a go-around and "[pushed] the nose down slightly to gain lift." He further added that, during the go-around, he "must have relaxed the aileron countering the wind," and a wind gust pushed the airplane to the left. Subsequently, the airplane impacted the ground and spun around.

The airplane sustained substantial damage to the engine mount.

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

The automated weather observation system located on the airport reported that, about 23 minutes before the accident, the wind was from 180° at 15 knots, gusting to 21 knots. The student pilot landed on runway 16.

## Probable Cause and Findings

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

The student pilot's failure to maintain crosswind correction during a go-around in gusting wind conditions.

## Findings

<b>Personnel issues</b>	Aircraft control - Student/instructed pilot
<b>Aircraft</b>	Crosswind correction - Not attained/maintained
<b>Environmental issues</b>	Gusts - Effect on operation

## Factual Information

### History of Flight

<b>Landing-aborted after touchdown</b>	Other weather encounter
<b>Landing</b>	Loss of control in flight (Defining event)
<b>Landing</b>	Collision with terr/obj (non-CFIT)

### Student pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	40,Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	December 27, 2016
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 28 hours (Total, all aircraft), 28 hours (Total, this make and model), 28 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N33764
<b>Model/Series:</b>	PA 28 180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1974	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-7505178
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-360 SER
<b>Registered Owner:</b>		<b>Rated Power:</b>	
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	Pilot school (141)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KEST,1317 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	13:52 Local	<b>Direction from Accident Site:</b>	197°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots / 21 knots	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.75 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Estherville, IA (EST )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Estherville, IA (EST )	<b>Type of Clearance:</b>	Unknown
<b>Departure Time:</b>	08:34 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	ESTHERVILLE MUNI EST	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	1318 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4797 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	43.404445,-94.745552(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Vanover, Jackie
<b>Additional Participating Persons:</b>	Kendall D Arkema; FAA; Des Moines, IA
<b>Original Publish Date:</b>	January 23, 2018
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=95368">https://data.nts.gov/Docket?ProjectID=95368</a>

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