



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | Wickenburg, Arizona | Accident Number: | GAA19CA212 |
| Date & Time: | April 17, 2019, 10:00 Local | Registration: | N425PA |
| Aircraft: | Piper PA28 | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 91: General aviation - Instructional | | |

Analysis

The student pilot reported that, on his second approach, he encountered "bumpy" air, and the airplane ballooned. He corrected by adding power, leveling the wings, and continuing the landing. Just before touchdown, the right wing lifted, and the airplane drifted left of the runway centerline. He applied power to go around, but the stall warning activated, and the airplane continued to drift left. Subsequently, the airplane aerodynamically stalled and collided with the ground and an airport taxiway sign.

The airplane sustained substantial damage to the left wing and fuselage.

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

About the time of the accident, the airport's automated weather reporting station reported that the wind was from 270° at 6 knots. The pilot was landing the airplane on runway 23.

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 lateral control during landing and his exceedance of the airplane's critical angle of attack during the subsequent aborted landing, which resulted in an aerodynamic stall.

Findings

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|-----------------------------|---|
| Aircraft | Pitch control - Not attained/maintained |
| Personnel issues | Aircraft control - Student/instructed pilot |
| Aircraft | Angle of attack - Not attained/maintained |
| Environmental issues | Sign/marker - Contributed to outcome |

Factual Information

History of Flight

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| Approach | Other weather encounter |
| Landing-aborted after touchdown | Loss of control on ground (Defining event) |
| Landing-aborted after touchdown | Attempted remediation/recovery |
| Landing-aborted after touchdown | Collision with terr/obj (non-CFIT) |
| Landing | Aerodynamic stall/spin |

Student pilot Information

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|----------------------------------|---|--|------------------|
| Certificate: | Student | Age: | 25,Male |
| Airplane Rating(s): | None | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Unknown |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Without waivers/limitations | Last FAA Medical Exam: | December 3, 2018 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | (Estimated) 57 hours (Total, all aircraft), 57 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|--------------------|
| Aircraft Make: | Piper | Registration: | N425PA |
| Model/Series: | PA28 181 | Aircraft Category: | Airplane |
| Year of Manufacture: | 2001 | Amateur Built: | |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | 2843474 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | April 6, 2019 Continuous airworthiness | Certified Max Gross Wt.: | 2550 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 20333.5 Hrs as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | C91A installed, not activated | Engine Model/Series: | O-360-A4M |
| Registered Owner: | | Rated Power: | 180 Horsepower |
| Operator: | | Operating Certificate(s) Held: | Pilot school (141) |
| Operator Does Business As: | | Operator Designator Code: | FQAS |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KBXK, 1021 ft msl | Distance from Accident Site: | 34 Nautical Miles |
| Observation Time: | 17:15 Local | Direction from Accident Site: | 170° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | 200° | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 30.05 inches Hg | Temperature/Dew Point: | 17°C / 11°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Gila Bend, AZ (E63) | Type of Flight Plan Filed: | VFR |
| Destination: | Wickenburg, AZ (E25) | Type of Clearance: | Traffic advisory |
| Departure Time: | 09:11 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|---------------------|----------------------------------|-----------|
| Airport: | Wickenburg Muni E25 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 2378 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 23 | IFR Approach: | None |
| Runway Length/Width: | 6101 ft / 75 ft | VFR Approach/Landing: | Go around |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|----------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor | Latitude, Longitude: | 33.970554,-112.794998(est) |

Administrative Information

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| Investigator In Charge (IIC): | Gutierrez, Eric |
| Additional Participating Persons: | John Schroeder; FAA; Scottsdale, AZ |
| Original Publish Date: | November 6, 2019 |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=99281 |

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](#).