



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Wickenburg, Arizona	Accident Number:	GAA18CA274
Date & Time:	May 10, 2018, 11:45 Local	Registration:	N430PA
Aircraft:	Piper PA28	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot reported that the approach was stable, but during the landing roll, when applying the brakes, the airplane veered to the right. He released the brakes because he thought he needed to maintain directional control, but he then reapplied the brakes. Subsequently, he added full power to go around, and after becoming airborne, the airplane turned left. The right wing struck a runway sign, the student reduced power and landed the airplane, and he then applied the brakes to stop.

The airplane sustained substantial damage to the stabilator.

The flight school's safety manager reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation station located on the airport reported that, about 13 minutes after the accident, the wind was from 210° at 7 knots. The airplane landed on runway 05.

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 directional control during the landing roll in tailwind conditions.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot
Environmental issues	Tailwind - Effect on operation
Environmental issues	Sign/marker - Contributed to outcome

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Approach-VFR go-around	Loss of control in flight
Approach-VFR go-around	Collision with terr/obj (non-CFIT)

Student pilot Information

Certificate:	Student	Age:	24,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 With waivers/limitations	Last FAA Medical Exam:	January 18, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 46 hours (Total, all aircraft), 46 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N430PA
Model/Series:	PA28 181	Aircraft Category:	Airplane
Year of Manufacture:	2001	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2843488
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 3, 2018 AAIP	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	20879 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4M
Registered Owner:		Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLUF,1085 ft msl	Distance from Accident Site:	33 Nautical Miles
Observation Time:	18:58 Local	Direction from Accident Site:	139°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.77 inches Hg	Temperature/Dew Point:	36°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GILA BEND, AZ (E63)	Type of Flight Plan Filed:	VFR/IFR
Destination:	Wickenburg, AZ (E25)	Type of Clearance:	VFR;Traffic advisory;VFR flight following
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	WICKENBURG MUNI E25	Runway Surface Type:	Asphalt
Airport Elevation:	2378 ft msl	Runway Surface Condition:	Dry
Runway Used:	05	IFR Approach:	None
Runway Length/Width:	6101 ft / 75 ft	VFR Approach/Landing:	Full stop;Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.968887,-112.798889(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Thomas M Dickerson; FAA; Scottsdale, AZ
Original Publish Date:	October 24, 2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97232

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](#).