



Aviation Investigation Final Report

Location:	Buena Vista, Colorado	Accident Number:	CEN23LA134
Date & Time:	March 5, 2023, 18:09 Local	Registration:	N118CX
Aircraft:	HONDA AIRCRAFT CO LLC HA-420	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Business		

Analysis

The airplane was coming into the airport to land following a cross-country flight. The pilot reported they checked the weather, entered the current conditions in the Garmin Control Unit, and received the results they expected for the RNAV approach to runway 33. The airport manager came on the radios and reported the winds as 280° at 8 knots, gusting to 19 knots. The crew captured the glidepath before the final approach fix and the co-pilot called out speeds to touchdown, the last being 115 kts. The touchdown was normal, but then the airplane experienced a strong yaw to the left from a wind gust. The pilot attempted to steer the airplane back, but the airplane went off the left side of the runway, struck a taxiway sign, and came to a stop with the nose of the airplane facing the runway. The airplane sustained substantial damage to the left inboard wing and lower left fuselage. The crew reported no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

At the time of the accident, the airplane was landing on runway 33 with reported winds 280° at 8 knots with gusts to 24 knots.

Following the accident, the company put in place stricter crosswind component limits for its' fleet of airplanes.

Probable Cause and Findings

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

The pilot's inability to maintain directional control during landing with a gusting left crosswind resulting in the runway excursion.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Effect on operation
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion

Co-pilot Information

Certificate:	Airline transport; Commercial	Age:	53,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	January 31, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 17, 2022
Flight Time:	(Estimated) 6650 hours (Total, all aircraft), 67 hours (Total, this make and model), 3157 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Airline transport	Age:	47,
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	March 15, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 23, 2022
Flight Time:	(Estimated) 8844.9 hours (Total, all aircraft), 181.6 hours (Total, this make and model), 4501 hours (Pilot In Command, all aircraft), 111.1 hours (Last 90 days, all aircraft), 47.7 hours (Last 30 days, all aircraft), 3.8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HONDA AIRCRAFT CO LLC	Registration:	N118CX
Model/Series:	HA-420	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	42000231
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	February 23, 2023 100 hour	Certified Max Gross Wt.:	10900 lbs
Time Since Last Inspection:		Engines:	2 Turbo jet
Airframe Total Time:	486 Hrs at time of accident	Engine Manufacturer:	General Electric
ELT:	C91 installed, not activated	Engine Model/Series:	HF-120
Registered Owner:	NESAMA LLC	Rated Power:	1997 Lbs thrust
Operator:	G C Aviation, Inc.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	GZXA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	KAEJ, 7946 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	17:55 Local	Direction from Accident Site:	161°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.83 inches Hg	Temperature/Dew Point:	3°C / -16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Monterey, CA (MRY)	Type of Flight Plan Filed:	IFR
Destination:	Buena Vista, CO (AEJ)	Type of Clearance:	IFR
Departure Time:	15:26 Local	Type of Airspace:	

Airport Information

Airport:	Central Colorado Regional Airport KAEJ	Runway Surface Type:	Asphalt
Airport Elevation:	7950 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	RNAV
Runway Length/Width:	8303 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.814,-106.1208(est)

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Brian McAmis; Federal Aviation Administration; Denver, CO
Original Publish Date:	August 31, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106886

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).