



Aviation Investigation Final Report

Location:	Maple Lake, Minnesota	Accident Number:	CEN23LA141
Date & Time:	March 19, 2023, 12:15 Local	Registration:	N9088D
Aircraft:	Piper PA-28-161	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot reported that during landing the airplane “dipped steeply to the right” due to a gusting wind. The student pilot corrected for the dip by applying left aileron and power before touching down on the ice-covered runway. After touchdown, the airplane skidded to the left with the nose pointed to the right and departed the runway. Upon departing the runway, the nose landing gear dug into the snow which resulted in substantial damage to the engine mount. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation. At the time of the accident, the student pilot was landing with an 80° right crosswind at 9 knots gusting to 14 knots.

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 landing with a gusting crosswind.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on personnel
Environmental issues	Snow/slush/ice covered surface - Effect on equipment

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Runway excursion

Pilot Information

Certificate:	Student	Age:	54,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 9, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	74 hours (Total, all aircraft), 74 hours (Total, this make and model), 13 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9088D
Model/Series:	PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:	1986	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-8616049
Landing Gear Type:		Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	2440 lbs
Time Since Last Inspection:		Engines:	1
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	METRO AIRCRAFT CO	Rated Power:	
Operator:	METRO AIRCRAFT CO	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMGG,1028 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:15 Local	Direction from Accident Site:	274°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 14 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	-4°C / -14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Eden Prairie, MN (FCM)	Type of Flight Plan Filed:	None
Destination:	Maple Lake, MN (MGG)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	MAPLE LAKE MUNI-BILL MAVENCAMP SR FLD MGG	Runway Surface Type:	Asphalt
Airport Elevation:	1028 ft msl	Runway Surface Condition:	Dry,Ice
Runway Used:	10	IFR Approach:	Unknown
Runway Length/Width:	2796 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.235937,-93.984848(est)

Administrative Information

Investigator In Charge (IIC): Finne, Andrew

Additional Participating Persons: Sindt, Dan; FAA-FSDO; Minneapolis, MN

Original Publish Date: April 27, 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=106920>

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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](#).