



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Sanford, North Carolina	<b>Accident Number:</b>	ERA23LA155
<b>Date &amp; Time:</b>	March 19, 2023, 16:20 Local	<b>Registration:</b>	N565TF
<b>Aircraft:</b>	Piper PA-28-181	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that after the airplane touched down on the runway, it “unexpectedly” veered to the left. He tried to keep the airplane on the runway by applying full right rudder, but the airplane continued toward the left side of the runway. The pilot said that the airplane was about to pass a taxiway, and he tried to increase the turn to stay on the asphalt. But, due to the airplane’s speed, it went off the runway, into the grass and struck a ditch. This resulted in substantial damage to the left wing. Postaccident examination of the airplane’s braking and rudder system revealed no evidence of any preimpact mechanical malfunctions or failures that would have precluded normal operation.

## Probable Cause and Findings

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

A loss of directional control while landing, which resulted in a runway excursion and impact with a ditch.

## Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

## Factual Information

### History of Flight

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

### Pilot Information

Certificate:	Private	Age:	60,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 29, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 8, 2023
Flight Time:	142 hours (Total, all aircraft), 82 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N565TF
Model/Series:	PA-28-181	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2881565
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	December 16, 2022 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	164 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-360-B4A
Registered Owner:	AIR THERAPY LLC	Rated Power:	180 Horsepower
Operator:	AIR THERAPY LLC	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KTTA, 247 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	16:25 Local	<b>Direction from Accident Site:</b>	148°
<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>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.15 inches Hg	<b>Temperature/Dew Point:</b>	9°C / -10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Martinsville, VA (MTN)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Sanford, NC	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	15:10 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Raleigh Executive TTA	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	246 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	3	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6501 ft / 100 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>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	35.582439, -79.101338(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Read, Leah
<b>Additional Participating Persons:</b>	Shane Graham; FAA/FSDO; Greensboro, NC
<b>Original Publish Date:</b>	June 23, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=106912">https://data.nts.gov/Docket?ProjectID=106912</a>

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](#).