



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Canton, Georgia	Accident Number:	ERA23LA178
Date & Time:	April 2, 2023, 11:50 Local	Registration:	N6301W
Aircraft:	Piper PA-28-140	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While on approach to land, the pilot reported that the airplane descended faster than he had wanted it to, so he increased the engine throttle in response. The airplane bounced during the subsequent landing attempt, and during the next touch down the pilot was unable to control the airplane's direction and it veered off the runway to the left. The airplane crossed a grass median and a taxiway before encountering a steep drop off of the terrain where the airplane nosed over. The airplane's fuselage, empennage, and left wing sustained substantial damage. The pilot reported no preimpact mechanical malfunctions or failures with the airplane 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:

The pilot's failure to maintain directional control following a bounced landing, which resulted in a runway excursion and a nose over.

Findings

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

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	57,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
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:	January 4, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 22, 2023
Flight Time:	66 hours (Total, all aircraft), 66 hours (Total, this make and model)		

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6301W
Model/Series:	PA-28-140	Aircraft Category:	Airplane
Year of Manufacture:	1964	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-20344
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	July 1, 2022 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	183 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3400 Hrs	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-320
Registered Owner:	KAP TITLE INC	Rated Power:	150 Horsepower
Operator:	KAP TITLE INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CNI, 1221 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:35 Local	Direction from Accident Site:	43°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	13°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lawrenceville, GA (LZU)	Type of Flight Plan Filed:	None
Destination:	Canton, GA (CNI)	Type of Clearance:	None
Departure Time:	11:17 Local	Type of Airspace:	Class G

Airport Information

Airport:	CHEROKEE COUNTY RGNL CNI	Runway Surface Type:	Asphalt
Airport Elevation:	1219 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	5003 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	34.313033,-84.421403(est)

Administrative Information

Investigator In Charge (IIC):	Freeze, Christopher
Additional Participating Persons:	Steven Davidson; FAA / FSDO; Atlanta, GA
Original Publish Date:	June 29, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=107006

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](#).