



# Aviation Investigation Final Report

<b>Location:</b>	San Antonio, Texas	<b>Accident Number:</b>	CEN23LA089
<b>Date &amp; Time:</b>	January 20, 2023, 08:50 Local	<b>Registration:</b>	N5610U
<b>Aircraft:</b>	Piper PA-28-140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The flight instructor reported that she and her student pilot were practicing landings on runway 34. The instructor stated that the student pilot compensated for a crosswind out of the east. The student reported that she compensated with right aileron and left rudder; however, upon touchdown and landing roll-out, she did not release the left rudder pressure and the airplane began to veer to the left. The instructor attempted to correct the deviation and bring the airplane back to runway centerline, but the airplane impacted a ditch on the side of the runway and flipped over. Both wings and vertical stabilizer were substantially damaged. The pilots reported there were no mechanical malfunctions or failures that would have precluded normal operations.

## 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 during the landing roll.

## Findings

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

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Attempted remediation/recovery
<b>Landing-landing roll</b>	Runway excursion

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	25,Female
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	May 1, 2022
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	614 hours (Total, all aircraft), 499 hours (Total, this make and model), 88 hours (Last 90 days, all aircraft)		

### Student pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	26,Female
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 1, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	74 hours (Total, all aircraft), 55 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N5610U
<b>Model/Series:</b>	PA-28-140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1969	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-26540
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 17, 2023 Condition	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2535 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	O-320-L2A
<b>Registered Owner:</b>	Anderson Aviation LLC	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	Anderson Aviation LLC	<b>Operating Certificate(s) Held:</b>	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>	KSAT, 799 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	08:51 Local	<b>Direction from Accident Site:</b>	188°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 6000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	60°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.2 inches Hg	<b>Temperature/Dew Point:</b>	13°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	San Antonio, TX	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	San Antonio, TX	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Bulverde 1TT8	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1080 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	34	<b>IFR Approach:</b>	Unknown
<b>Runway Length/Width:</b>	2890 ft / 40 ft	<b>VFR Approach/Landing:</b>	Touch and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	29.739,-98.451

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Abraham, Laura
<b>Additional Participating Persons:</b>	Benjamin Huffman; FAA; San Antonio, TX
<b>Original Publish Date:</b>	March 30, 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=106621">https://data.nts.gov/Docket?ProjectID=106621</a>

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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](#).