



Aviation Investigation Final Report

Location:	West Mifflin, Pennsylvania	Accident Number:	ERA23LA193
Date & Time:	April 10, 2023, 19:20 UTC	Registration:	N476TA
Aircraft:	Piper PA-28-181	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot stated that this was her second solo flight. During takeoff, the airplane lifted off the runway but she felt it was not accelerating like it should and she elected to abort the takeoff. She landed the airplane on the remaining portion of runway, however it continued off the departure end, down an embankment, and came to rest in some bushes. The leading edges of the wings, fuselage, and the stabilator were all substantially damaged. 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 student pilot's decision to abort the takeoff and land on the runway without sufficient runway remaining, which resulted in a runway overrun.

Findings

Personnel issues	Decision making/judgment - Student/instructed pilot
Aircraft	Landing distance - Not attained/maintained

Factual Information

History of Flight

Takeoff-rejected takeoff	Runway excursion (Defining event)
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Student pilot Information

Certificate:	Student	Age:	22,Female
Airplane Rating(s):	None	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 Without waivers/limitations	Last FAA Medical Exam:	September 20, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	53.6 hours (Total, all aircraft), 44.6 hours (Total, this make and model), 42.7 hours (Last 90 days, all aircraft), 22.8 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N476TA
Model/Series:	PA-28-181	Aircraft Category:	Airplane
Year of Manufacture:	2020	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	2881318
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 23, 2023 100 hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2354 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-360-A4M
Registered Owner:	ATP TAA LLC	Rated Power:	180
Operator:	ATP TAA LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AGC,1244 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	86°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.33 inches Hg	Temperature/Dew Point:	19°C / -5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	West Mifflin, PA	Type of Flight Plan Filed:	None
Destination:	West Mifflin, PA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	ALLEGHENY COUNTY AGC	Runway Surface Type:	Concrete
Airport Elevation:	1251 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.354095,-79.94141(est)

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	Stewart Beck; FAA/FSDO; Pittsburgh, PA
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.nts.gov/Docket?ProjectID=107051

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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](#).