



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Saluda, South Carolina	<b>Accident Number:</b>	ERA24LA044
<b>Date &amp; Time:</b>	November 19, 2023, 11:26 Local	<b>Registration:</b>	N1143J
<b>Aircraft:</b>	Aero Commander 112	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The pilot and the flight instructor planned a flight itinerary that included multiple stops with the aim of the pilot receiving 7 hours of training in the airplane. Prior to the accident, the flight instructor learned that the pilot had not performed go-arounds or touch-and-go landings in the airplane make and model. Upon flying the airplane into the accident airport, the favorable weather conditions and lack of air traffic led them to decide to conduct the training in the traffic pattern there.

The first landing was made by the pilot to a full stop with taxi back. The second landing, which was a touch-and-go, was performed by the flight instructor. The third, followed by the fourth and final landing was performed by the pilot. During the fourth landing, with the wing flaps fully extended, the pilot lost directional control of the airplane and attempted to abort the landing as the airplane veered to the left (a right crosswind prevailed at that time). The pilot tried to correct back toward to the runway centerline, but the airplane went off the left side of the runway. The airplane then touched down in the grass, traveled down an embankment, nosed over, and came to rest inverted. The airframe was substantially damaged during the accident sequence. The pilot reported that there were no preimpact mechanical malfunctions or failures of 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 of the airplane during an aborted landing in crosswind conditions. Contributing to the accident was the flight instructor's inadequate remedial action.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Lack of action - Instructor/check pilot
<b>Environmental issues</b>	Crosswind - Response/compensation

## Factual Information

### History of Flight

Landing-aborted after touchdown	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Runway excursion
Landing-aborted after touchdown	Nose over/nose down

### Pilot Information

Certificate:	Private	Age:	61,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Unmanned (sUAS)	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	February 1, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 14, 2023
Flight Time:	(Estimated) 256 hours (Total, all aircraft), 19 hours (Total, this make and model), 200 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft)		

### Flight instructor Information

Certificate:	Commercial; Private; Student	Age:	51,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Glider	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	December 30, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 23, 2023
Flight Time:	(Estimated) 11350 hours (Total, all aircraft), 23 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aero Commander	<b>Registration:</b>	N1143J
<b>Model/Series:</b>	112	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1974	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	143
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 1, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	9600 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	IO-360-C1D6
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	On file	<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>	KAIK, 529 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>	11:35 Local	<b>Direction from Accident Site:</b>	170°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 2100 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.03 inches Hg	<b>Temperature/Dew Point:</b>	15°C / 2°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Saluda, SC (6J4)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Saluda, SC	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:25 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Saluda County Airport 6J4	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	539 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	1	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3189 ft / 60 ft	<b>VFR Approach/Landing:</b>	Touch and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Minor	<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 Minor	<b>Latitude, Longitude:</b>	33.9325,-81.793889

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gunther, Todd
<b>Additional Participating Persons:</b>	Charles E. Lewis; FAA/FSDO; Columbia, SC
<b>Original Publish Date:</b>	February 29, 2024
<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=193410">https://data.nts.gov/Docket?ProjectID=193410</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](#).