



Aviation Investigation Final Report

Location:	Mesa, Arizona	Accident Number:	WPR23LA148
Date & Time:	April 8, 2023, 17:45 Local	Registration:	N9366J
Aircraft:	Piper PA-28-180	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot reported that during a solo flight, shortly after touchdown, he applied brakes and it felt like the airplane started to skid. He attempted to correct, but the airplane veered to the left and hit a taxiway sign, sustaining substantial damage to the left wing. The pilot reported that there were no preaccident 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 failure to maintain directional control during the landing roll.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Student	Age:	42,Male
Airplane Rating(s):	None	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 Without waivers/limitations	Last FAA Medical Exam:	September 28, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 32 hours (Total, all aircraft), 32 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9366J
Model/Series:	PA-28-180	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-3465
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 27, 2023 100 hour	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7905 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-360-A4A
Registered Owner:	Red Rock Flight School	Rated Power:	180 Horsepower
Operator:	Red Rock Flight School	Operating Certificate(s) Held:	None
Operator Does Business As:	Flight School	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KFFZ, 1389 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:54 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	Convective / Unknown
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	Light / Unknown
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	28°C / -8°C
Precipitation and Obscuration:			
Departure Point:	Mesa, AZ	Type of Flight Plan Filed:	None
Destination:	Mesa, AZ	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Falcon Field Airport KFFZ	Runway Surface Type:	Asphalt
Airport Elevation:	1394 ft msl	Runway Surface Condition:	Dry
Runway Used:	22R	IFR Approach:	None
Runway Length/Width:	3799 ft / 75 ft	VFR Approach/Landing:	Full stop; Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.460841, -111.72832

Administrative Information

Investigator In Charge (IIC):	Blum, Contessa
Additional Participating Persons:	Ty Tennison; FAA; Scottsdale, AZ
Original Publish Date:	May 11, 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=107031

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](#).