



Aviation Investigation Final Report

Location:	Mesa, Arizona	Accident Number:	WPR23LA164
Date & Time:	April 22, 2023, 14:00 Local	Registration:	N4402A
Aircraft:	Piper PA-28-181	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that, during an instructional flight with the student pilot at the flight controls, they realized the airplane was high while they were on the base leg of the airport traffic pattern. After turning onto final approach, the student pilot conducted a forward slip to decrease altitude and intercept the glideslope. When over the runway, the student pilot had applied too much left rudder, and on touchdown the airplane immediately veered left. The student pilot then overcorrected to the right. The flight instructor stated, he then took control of the airplane and attempted to correct back to the left, however he was unable to regain directional control. The airplane departed the runway surface impacting a runway sign, resulting in substantial damage to the left wing. The flight instructor 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, and the flight instructor's delayed remedial action.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot
Personnel issues	Delayed action - Instructor/check pilot
Personnel issues	Monitoring other person - Instructor/check pilot

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
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Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	23, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	June 16, 2020
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	441 hours (Total, all aircraft), 421 hours (Total, this make and model), 341 hours (Pilot In Command, all aircraft), 114 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	18, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	September 28, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	12 hours (Total, all aircraft), 12 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4402A
Model/Series:	PA-28-181	Aircraft Category:	Airplane
Year of Manufacture:	2019	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2881241
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 16, 2023 AAIP	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5048 Hrs	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	O-360-A4M
Registered Owner:	CAE OXFORD AVIATION ACADEMY PHOENIX INC	Rated Power:	180 Horsepower
Operator:	CAE OXFORD AVIATION ACADEMY PHOENIX INC	Operating Certificate(s) Held:	Pilot school (141)
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:	12:54 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 16 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.76 inches Hg	Temperature/Dew Point:	32°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mesa, AZ	Type of Flight Plan Filed:	None
Destination:	Mesa, AZ	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Falcon Field FFZ	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;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.460841,-111.72832

Administrative Information

Investigator In Charge (IIC): Blum, Contessa

Additional Participating Persons: Kevin Whitlock; FAA; Scottsdale, AZ

Original Publish Date: June 6, 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=107121>

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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](#).