



Aviation Investigation Final Report

Location:	Reidsville, North Carolina	Accident Number:	ERA23LA244
Date & Time:	May 23, 2023, 12:45 Local	Registration:	N8992J
Aircraft:	Piper PA28	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The solo student pilot described that, during the landing approach, there was a crosswind from the right. When the airplane touched down, it drifted to the left. The pilot attempted to correct by applying right rudder, but the airplane departed the left side of the runway and continued through a ditch, resulting in substantial damage to the empennage. 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 while landing in a crosswind.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Response/compensation

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Sport Pilot	Age:	28,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
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 29, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	47 hours (Total, all aircraft), 47 hours (Total, this make and model), 5.1 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 5.7 hours (Last 30 days, all aircraft), 2.1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8992J
Model/Series:	PA28 180	Aircraft Category:	Airplane
Year of Manufacture:	1965	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-3016
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 3, 2023 100 hour	Certified Max Gross Wt.:	
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6430 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-360
Registered Owner:	On file	Rated Power:	180
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSIF,693 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:45 Local	Direction from Accident Site:	136°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	22°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hickory, NC (HKY)	Type of Flight Plan Filed:	None
Destination:	Reidsville, NC	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Rockingham County SIF	Runway Surface Type:	Asphalt
Airport Elevation:	693 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	5200 ft / 100 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	36.438941,-79.853334(est)

Administrative Information

Investigator In Charge (IIC): Diaz, Dennis

Additional Participating Persons: Richard A. Brown; FAA/FSDO; Portland, ME

Original Publish Date: July 7, 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=192236>

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](#).