



Aviation Investigation Final Report

Location:	Jacksonville, Texas	Accident Number:	CEN20CA396
Date & Time:	September 16, 2020, 13:40 Local	Registration:	N972DD
Aircraft:	Piper PA46	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The instructor pilot reported that while practicing an engine-out landing in the traffic pattern, the pilot-rated student overshot the turn from base leg to final rolling out to the right of the runway centerline. The student pilot attempted to turn back toward the runway and then saw that the airplane’s airspeed was rapidly decreasing. The instructor reported that when he realized the severity of the situation it was too late to do anything. The student attempted to add power for a go-around but was unable to recover. The airplane stalled about 10 ft above the ground, impacted the ground right of the runway, and skidded onto the runway where it came to rest. Both wings and the forward fuselage were substantially damaged. Both pilots stated there were no preaccident mechanical failures or malfunctions 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 control of the airplane during the landing approach and the exceedance of the airplane’s critical angle of attack at low altitude resulting in an aerodynamic stall. Contributing was the instructor pilot’s failure to adequately monitor the student pilot’s actions during the approach.

Findings

Personnel issues	Aircraft control - Student/instructed pilot
Aircraft	Angle of attack - Not attained/maintained
Personnel issues	Identification/recognition - Instructor/check pilot

Factual Information

History of Flight

Approach-VFR pattern final	Loss of control in flight (Defining event)
Approach-VFR go-around	Aerodynamic stall/spin

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	26, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	April 4, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 26, 2020
Flight Time:	816 hours (Total, all aircraft), 1141 hours (Total, this make and model), 619 hours (Pilot In Command, all aircraft), 104 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 22, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 22, 2020
Flight Time:	534.7 hours (Total, all aircraft), 9.9 hours (Total, this make and model), 442.5 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 4.6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N972DD
Model/Series:	PA46 350P	Aircraft Category:	Airplane
Year of Manufacture:	2014	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4636637
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 7, 2020 Annual	Certified Max Gross Wt.:	4358 lbs
Time Since Last Inspection:	11.6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	629.8 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	TIO-540-AE2A
Registered Owner:	Drive Line Inc	Rated Power:	350 Horsepower
Operator:	LNH Holdings LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KJSO,670 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3100 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	30°C / 22°C
Precipitation and Obscuration:			
Departure Point:	Jacksonville, TX	Type of Flight Plan Filed:	None
Destination:	Jacksonville, TX	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Cherokee County JSO	Runway Surface Type:	Asphalt
Airport Elevation:	678 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	5006 ft / 75 ft	VFR Approach/Landing:	Simulated forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	31.86933,-95.217405(est)

Administrative Information

Investigator In Charge (IIC):	Liedler, Courtney
Additional Participating Persons:	Gavin Hill; FAA; Irving, TX
Original Publish Date:	June 24, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=101983

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