



Aviation Investigation Final Report

Location:	Pinecreek, Minnesota	Accident Number:	CEN21LA228
Date & Time:	May 17, 2021, 14:15 Local	Registration:	N416RP
Aircraft:	Piper PA28	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported he was performing a touch-and-go landing with a gusting crosswind when during the landing flare, the wind gust increased, and the left wing raised up. The pilot added more crosswind control inputs, but overcorrected. The airplane yawed left and the pilot lost control of the airplane. The airplane departed the side of the runway and impacted the terrain coming to rest in the grass. The airplane sustained substantial damage to the left wing. The pilot reported that there were no preaccident mechanical failures or malfunctions that would have precluded normal operation. At the time of the accident, the pilot was landing the airplane on runway 33 with wind from 270° at 9 knots with gusts to 19 knots. The pilot reported that the accident could have been prevented if he would have performed a go-around.

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 control of the airplane in gusting crosswind conditions.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Ability to respond/compensate
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Landing	Other weather encounter
Landing	Loss of control in flight (Defining event)
Landing	Attempted remediation/recovery
Landing-aborted after touchdown	Runway excursion

Pilot Information

Certificate:	Private	Age:	22, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 10, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 29, 2019
Flight Time:	167 hours (Total, all aircraft), 56.5 hours (Total, this make and model), 20.1 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 12.8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N416RP
Model/Series:	PA28 151	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-7415310
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 15, 2021 100 hour	Certified Max Gross Wt.:	2325 lbs
Time Since Last Inspection:	11.8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4881 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-D3G
Registered Owner:	MILLER AIRCRAFT SERVICES INC	Rated Power:	160
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:	KROX	Distance from Accident Site:	13 Nautical Miles
Observation Time:	13:55 Local	Direction from Accident Site:	128°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	25°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Crookston, ND (KCKN)	Type of Flight Plan Filed:	VFR
Destination:	Pinecreek, MN	Type of Clearance:	VFR
Departure Time:	12:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	PINEY PINECREEK BORDER 48Y	Runway Surface Type:	Asphalt
Airport Elevation:	1082 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	3297 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	48.996079,-95.978827

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Jeffrey Vigdal; FAA FSDO; Fargo, ND
Original Publish Date:	July 16, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=103117

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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](#).