



Aviation Investigation Final Report

Location:	Honesdale, Pennsylvania	Accident Number:	ERA22LA208
Date & Time:	April 25, 2022, 10:06 Local	Registration:	N6121P
Aircraft:	Piper PA-24	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot was executing a 180° turn at the approach end of the runway to begin takeoff when she saw a goose crossing the runway near her position. To avoid the goose she relaxed the turn, and the right main landing gear wheel rolled off the asphalt in an area with a 4-inch lip. The airplane then rolled down an embankment resulting in substantial damage to the right wing. The pilot reported that there were no 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 clearance with the edge of the asphalt, which resulted in a runway excursion. Contributing to the accident was the pilot's distraction due to a goose.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Monitoring environment - Pilot
Environmental issues	Animal(s)/bird(s) - Decision related to condition

Factual Information

History of Flight

Taxi	Miscellaneous/other (Defining event)
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Pilot Information

Certificate:	Private	Age:	74,Female
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:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	July 24, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 2, 2020
Flight Time:	1305 hours (Total, all aircraft), 1155 hours (Total, this make and model), 1185 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6121P
Model/Series:	PA-24 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1959	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1221
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 3, 2021 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6025.2 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:	On file	Rated Power:	180 Horsepower
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:	KMSV,1403 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	09:56 Local	Direction from Accident Site:	62°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 2400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	10°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Honesdale, PA	Type of Flight Plan Filed:	None
Destination:	Montgomery, NY (MGJ)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Cherry Ridge Airport N30	Runway Surface Type:	
Airport Elevation:	1357 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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:	41.519258,-75.252888(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Nathaniel A. Hill; FAA/FSDO; Allentown, PA
Original Publish Date:	October 13, 2022
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=105008

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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](#).