



Aviation Investigation Final Report

Location:	Sullivan, Indiana	Accident Number:	CEN22LA399
Date & Time:	August 18, 2022, 19:00 Local	Registration:	N3331R
Aircraft:	Piper PA-28-180	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the landing roll the airplane veered to the left, so she corrected with right rudder, and then left rudder once the airplane was back on the runway centerline. The airplane then veered back to the left and went off the runway into the grass. The nose landing gear collapsed, and the airplane impacted the ground alongside the runway. The airplane sustained substantial damage to the right wing. The pilot indicated that there were no preimpact mechanical anomalies with respect to the airplane.

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 during landing.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	21,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:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	July 23, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	78 hours (Total, all aircraft), 4 hours (Total, this make and model), 42 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3331R
Model/Series:	PA-28-180	Aircraft Category:	Airplane
Year of Manufacture:	1969	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-5661
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed	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:	KRSV,462 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	20:55 Local	Direction from Accident Site:	238°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	21°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sullivan, IN	Type of Flight Plan Filed:	None
Destination:	Sullivan, IN	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	SULLIVAN COUNTY SIV	Runway Surface Type:	Asphalt
Airport Elevation:	539 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4359 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.1147,-87.4483(est)

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Cory Irwin; FAA; Indianapolis, IN
Original Publish Date:	November 3, 2022
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=105815

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](#).