



Aviation Investigation Final Report

Location:	Columbia, South Carolina	Accident Number:	ERA23LA052
Date & Time:	October 28, 2022, 12:00 Local	Registration:	N5153P
Aircraft:	Piper PA-24-250	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

At the conclusion of the return flight, the pilot was landing at his home airport where a significant right crosswind prevailed for the landing runway. The pilot described that, during the final approach for landing, he maintained a right-wing-down attitude and was crabbing the airplane into the wind. As the airplane neared touchdown, the pilot applied left rudder to straighten the airplane’s path; when the right main wheel touched down, the airplane “weather vaned” to the right and into the wind. The airplane’s nose wheel touched down, and the airplane “swerved hard to the left.” His subsequent attempts to correct the airplane’s path were unsuccessful. The airplane departed the left side of the runway, continued down an embankment, struck a berm, and came to rest, resulting in substantial damage to the left wing. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 pilot’s failure to maintain directional control during the crosswind landing.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Crosswind - Effect on operation

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed None	Last FAA Medical Exam:	August 9, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 10, 2022
Flight Time:	325 hours (Total, all aircraft), 138.8 hours (Total, this make and model), 233.6 hours (Pilot In Command, all aircraft), 8.6 hours (Last 90 days, all aircraft), 2.6 hours (Last 30 days, all aircraft), 0.7 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5153P
Model/Series:	PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:	1958	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-169
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 18, 2022 Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3818.67 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, aided in locating accident	Engine Model/Series:	O540-A1A5
Registered Owner:	CJL AVIATION LLC	Rated Power:	250 Horsepower
Operator:	CJL AVIATION LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CUB,179 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	34°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 17 knots	Turbulence Type Forecast/Actual:	None / Terrain-Induced
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	N/A / Light
Altimeter Setting:	30.32 inches Hg	Temperature/Dew Point:	23.9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Camden, SC (CDN)	Type of Flight Plan Filed:	None
Destination:	Columbia, SC	Type of Clearance:	None
Departure Time:	11:44 Local	Type of Airspace:	Class G

Airport Information

Airport:	JIM HAMILTON L B OWENS CUB	Runway Surface Type:	Asphalt
Airport Elevation:	193 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	5011 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	33.970472,-80.99525(est)

Administrative Information

Investigator In Charge (IIC):	Freeze, Christopher
Additional Participating Persons:	Charles E. Lewis; FAA; West Columbia, SC
Original Publish Date:	February 23, 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=106266

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](#).