



# Aviation Investigation Final Report

---

<b>Location:</b>	Eden Prairie, Minnesota	<b>Accident Number:</b>	CEN23LA092
<b>Date &amp; Time:</b>	January 23, 2023, 09:58 Local	<b>Registration:</b>	N7114C
<b>Aircraft:</b>	Piper PA-28	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

---

## Analysis

The student pilot reported that, during landing, the airplane bounced. She added power to go around, pitched the yoke of the airplane back too aggressively, and the airplane stalled. The airplane impacted the runway, and continued into the snow covered grass.

The airplane sustained substantial damage to the fuselage and stabilator. The student pilot reported that 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 exceeded the airplane's critical angle of attack, resulting in an aerodynamic stall and ground impact.

## Findings

---

<b>Aircraft</b>	Landing flare - Not attained/maintained
<b>Aircraft</b>	Angle of attack - Capability exceeded
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Hard landing
<b>Landing</b>	Attempted remediation/recovery
<b>Landing</b>	Loss of control in flight (Defining event)
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

### Student pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	28,Female
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	June 8, 2022
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	41 hours (Total, all aircraft), 41 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7114C
<b>Model/Series:</b>	PA-28	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2017	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	2843913
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 6, 2022 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1
<b>Airframe Total Time:</b>	1242 Hrs at time of accident	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	AV8 FLIGHT ASSETS LLC	<b>Rated Power:</b>	
<b>Operator:</b>	AV8 FLIGHT ASSETS LLC	<b>Operating Certificate(s) Held:</b>	Pilot school (141)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KFCM,905 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	290°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Overcast / 9000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.95 inches Hg	<b>Temperature/Dew Point:</b>	-11°C / -13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Eden Prairie, MN	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Eden Prairie, MN	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	FLYING CLOUD FCM	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	906 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	28R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3901 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	44.828691,-93.458088(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rutt, Brian
<b>Additional Participating Persons:</b>	Gregory Thurston; FAA FSDO; MN
<b>Original Publish Date:</b>	March 2, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=106626">https://data.ntsb.gov/Docket?ProjectID=106626</a>

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](#).