



Aviation Investigation Final Report

Location:	White Plains, New York	Accident Number:	ERA23LA186
Date & Time:	April 3, 2023, 15:30 Local	Registration:	N8500D
Aircraft:	Piper PA22	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot landed in gusting wind. He reported that after touchdown the airplane veered to the left. He attempted to correct with aileron and rudder; however, the airplane departed the runway, the left wing struck the ground, and the airplane nosed over. The pilot reported that there were no preimpact 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 landing rollout in gusting wind, which resulted in a runway excursion and subsequent nose over.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Response/compensation

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	76, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	July 12, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 14, 2022
Flight Time:	4797 hours (Total, all aircraft), 2356 hours (Total, this make and model), 4680 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8500D
Model/Series:	PA22 160	Aircraft Category:	Airplane
Year of Manufacture:	1957	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-5727
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 12, 2022 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	18.5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5257 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O320-B2A
Registered Owner:	On file	Rated Power:	160 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:	HPN,370 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	313°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 22 knots	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	Unknown / N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	13°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Honesdale, PA (N30)	Type of Flight Plan Filed:	None
Destination:	White Plains, NY	Type of Clearance:	VFR flight following
Departure Time:	14:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	WESTCHESTER COUNTY HPN	Runway Surface Type:	Asphalt
Airport Elevation:	439 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	6549 ft / 150 ft	VFR Approach/Landing:	Full stop

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:	41.065785,-73.706291

Administrative Information

Investigator In Charge (IIC):	Spencer, Lynn
Additional Participating Persons:	Donald Smith; FAA; Farmingdale, NY
Original Publish Date:	June 29, 2023
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=107028

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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](#).