



Aviation Investigation Final Report

Location:	Holland, Michigan	Accident Number:	CEN23LA286
Date & Time:	October 12, 2022, 12:55 Local	Registration:	N704JT
Aircraft:	HONDA AIRCRAFT CO LLC HA-420	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	6 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot reported that about 30 minutes before arrival, the crew obtained weather information which showed a left crosswind component of 25 knots (kts) for runway 26. When they flew closer to the airport, the crew requested current wind from air traffic control and determined the crosswind component to be about 17 kts.

On landing, the pilot lost directional control of the airplane as it weather-vented. Despite the use of full right rudder, the pilot could not regain control of the airplane. As the wind subsided, the pilot corrected the airplane back to the runway centerline when another gust of wind pushed the airplane off the right side of the runway. During the runway excursion, the right wing collided with a runway light which resulted in substantial damage to the forward spar lower flange.

The airplane was limited to a maximum crosswind of 20 kts. Several minutes after the airplane landed, the automated weather reporting station recorded wind from 190° at 16 kts with gusts to 27 kts.

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 roll with gusty wind which exceeded the maximum crosswind of the airplane.

Findings

Aircraft	Maximum crosswind component - Capability exceeded
Environmental issues	Gusts - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Other weather encounter
Landing	Runway excursion (Defining event)

Pilot Information

Certificate:	Airline transport; Commercial	Age:	50, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	February 15, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	15552 hours (Total, all aircraft), 752 hours (Total, this make and model)		

Co-pilot Information

Certificate:	Airline transport; Commercial	Age:	60
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	March 15, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HONDA AIRCRAFT CO LLC	Registration:	N704JT
Model/Series:	HA-420	Aircraft Category:	Airplane
Year of Manufacture:	2021	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	42000218
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:		Certified Max Gross Wt.:	10701 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:		Engine Manufacturer:	GE Honda
ELT:		Engine Model/Series:	HF120
Registered Owner:	JUPITER AVIATION LLC	Rated Power:	2050 Lbs thrust
Operator:	Protocom Aviation	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	Jet It	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBIV,698 ft msl	Distance from Accident Site:	
Observation Time:	12:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	16 knots / 27 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.65 inches Hg	Temperature/Dew Point:	17°C / 13°C
Precipitation and Obscuration:			
Departure Point:	Destin, FL (KDTS)	Type of Flight Plan Filed:	IFR
Destination:	Holland, MI (KBIV)	Type of Clearance:	IFR
Departure Time:	09:40 Local	Type of Airspace:	Class C

Airport Information

Airport:	West Michigan Regional BIV	Runway Surface Type:	Asphalt
Airport Elevation:	698 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	6002 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	42.742778,-86.107833

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Steve Norris; FAA FSDO; Grand Rapids, MI
Original Publish Date:	October 5, 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=192566

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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](#).