



# Aviation Investigation Final Report

<b>Location:</b>	Eagle River, Wisconsin	<b>Accident Number:</b>	CEN23LA368
<b>Date &amp; Time:</b>	July 18, 2023, 15:05 Local	<b>Registration:</b>	N7921W
<b>Aircraft:</b>	Piper PA-28-180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during the landing at the destination airport, the airplane floated down the runway, landed long, and did not slow as expected. He continued to apply the brakes as the airplane neared the end of the runway, then felt a gust of wind from the left. The pilot was unable to maintain control and the airplane veered off the right side of the runway. The airplane nosed over in the grass and came to rest inverted which resulted in substantial damage to the right wing and empennage. The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation and that to prevent the accident he could have landed closer to the threshold of the runway. The responding FAA inspector examined the airplane and found that the throttle was not all the way to idle.

## 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 proper airspeed on approach, which resulted in an extended touchdown, loss of control, and runway excursion.

## Findings

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**Personnel issues**

Aircraft control - Pilot

**Aircraft**

Directional control - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing</b>	Loss of control on ground (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	81, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 20, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	September 30, 2021
<b>Flight Time:</b>	526 hours (Total, all aircraft), 301 hours (Total, this make and model), 526 hours (Pilot In Command, all aircraft), 4.8 hours (Last 90 days, all aircraft), 4.8 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>	N7921W
<b>Model/Series:</b>	PA-28-180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1964	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-1958
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 1, 2022 Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3046.36 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C91A installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A4AL
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KLNL,1704 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	15:15 Local	<b>Direction from Accident Site:</b>	9°
<b>Lowest Cloud Condition:</b>	Scattered / 4400 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.01 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Hayward, WI (KHYR)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Eagle River, WI	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:14 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	EAGLE RIVER UNION EGV	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1642 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	4	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 76 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	45.936251,-89.26211

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lindberg, Joshua
<b>Additional Participating Persons:</b>	Peter Hupfer; Federal Aviation Administration; Milwaukee, WI
<b>Original Publish Date:</b>	September 28, 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=192895">https://data.ntsb.gov/Docket?ProjectID=192895</a>

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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](#).