



National Transportation Safety Board Aviation Accident Data Summary

Location:	Beach, ND	Accident Number:	CEN14CA410
Date & Time:	08/01/2014, 1815 MDT	Registration:	N6257W
Aircraft:	PIPER PA 28-140	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The student pilot said he was on final approach for landing on runway 12 when he encountered a crosswind from the northeast. He corrected for the crosswind and proceeded to land. The airplane ballooned, touched down again and pulled to the right. The student pilot applied full power in an attempt to abort the landing. The airplane went off the right side of the runway, became airborne, and struck a large hay bale.

Flight Events

Landing-flare/touchdown - Loss of control in flight
 Landing-aborted after touchdown - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's failure to initiate a go-around sooner, and his failure to maintain directional control.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C
 Personnel issues-Action/decision-Action-Delayed action-Student/instructed pilot - C
 Environmental issues-Conditions/weather/phenomena-Wind-Crosswind-Effect on equipment
 Environmental issues-Physical environment-Object/animal/substance-Debris/dirt/foreign object-Contributed to outcome

Pilot Information

Certificate:	Student	Age:	44
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 52 hours (Total, all aircraft), 52 hours (Total, this make and model), 7 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N6257W
Model/Series:	PA 28-140	Engines:	1 Reciprocating
Operator:	Thomad E. Mau	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	0-320-E2A
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KGDV, 2456 ft msl	Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	8 knots, 50°
Temperature:	30°C / 12°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Kenmere, ND (7K5)	Destination:	Beach, ND (20U)

Airport Information

Airport:	Beach (20U)	Runway Surface Type:	Asphalt
Runway Used:	12	Runway Surface Condition:	Dry
Runway Length/Width:	4200 ft / 60 ft		

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

Administrative Information

Investigator In Charge (IIC):	Arnold W Scott	Adopted Date:	09/02/2014
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89822		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.