



Lynn Spencer
Air Safety Investigator
Aviation Safety - Eastern Region (AS-ERA)

Date: April 11, 2023
Subject: ERA23LA186 Interview with Pilot
Contact: Andrew Seligson

The following is a record of conversation with Mr. Andrew Seligson. Mr. Seligson was called on April 10, 2023. He was called at [REDACTED] and a voicemail was left, and he returned my call on April 11 at 1038 EDT and provided an e-mail address of [REDACTED]. He was interviewed by phone.

At the beginning of the interview, he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

At this stage of the conversation, he was advised that for transparency I would be typing the notes and would send to him for review and comment. Further, any personally identifiable information (PII) would be redacted and not released into the public domain.

He stated that it was an extremely windy day. He landed and had begun to slow down, and the airplane veered quickly to the left and departed the runway. The wind was quartering from the right, and he was using the correct crosswind technique. He attempted to correct with aileron and rudder; however, the airplane departed the runway and nosed over, with the left wing then right wing striking the ground.

The digest was e-mailed to him for review on April 11, 2023. No response was received. The final digest was e-mailed to him on April 19, 2023.

To whom it may concern

On Monday April 3, 2023, at approximately 3:30 p.m., I approached Westchester County airport (HPN) in my PA-22 Piper Tri-Pacer N8500D. I got the ATIS, contacted the tower and was told to enter a right base to runway 16. The wind was strong & gusty from about 190 degrees. Upon touching down and fighting the gusty crosswind, I slowed down to make a right turn onto taxiway C. The plane made a sudden **left** turn (I'm guessing from a strong gust) which I could not stop and went off the runway, into the grass, and tipping over. The prop struck the ground, the engine stopped, and the left wingtip caught the ground. The tower called out the airport ground crew, who responded. I was able to start the engine and taxi to my FBO (Millionair) under the crew's escort. Upon shutdown, I and the airport personnel observed that there was substantial structural damage besides the prop/engine. Luckily, I was not harmed at all!

Andrew Seligson - # [REDACTED]
[REDACTED]