



MEMORANDUM FOR RECORD

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR20CA088
Aircraft Registration & Make/Model: N4400F; PA-28
Accident Location: Mesa, AZ
Accident Date: February 4, 2020

Note: The following interview was documented by the Investigator –In-Charge (IIC), Stephen Stein.

Record #1

Instructor Statement Excerpt from Operator's 6120 Form

From the instructors perspective:

As we were holding short, number two in line, the student and I briefed once more the procedure for a soft field take off. The student then put in flaps 10° as described in the CAE maneuver profiles. The tower gave us clearance to line up and wait on RWY 22L, the student read back a take off clearance, I corrected and read back the correct clearance. As we were rolling on to line up and wait, the tower cleared us for takeoff, the student didn't recognize that it was for us. I read back the take off clearance. We were aligned with center line, full power was applied, aft pressure of the yoke was released. During the roll, I lost sight of the runway for a moment, when I could see the runway again, we were heading far left of the runway. I applied full right rudder, but we just kept going left. I started applying full right aileron as well, I pulled power for a moment because that was the right thing to do if you lose directional control on the runway. When I pulled power though, I saw that we had just become airborne so I put the power back in because I thought that I would be able to make it back to the runway. However, that was not the case, no matter the right inputs I had in, directional control was not going to be regained. We rolled to the left, the stall horn came on and then we touched down in the taxiway, I cut power

and applied full brakes, the aircraft struck a parked aircraft (4403L) on the ramp, which then swung us to the right, stopping right in front of a started DA40.

I felt as if I was faced with two options: First being, abort takeoff and have an accident. Second being, continue the takeoff because I thought we were airborne and get back aligned with the runway. The decision to abort takeoff would have led to an accident, colliding with obstacles on the runway environment, which is why I decided to put the power back in and continue the takeoff because I thought that was the safest option, I had corrected hundreds of takeoffs in my time as a flight instructor, I was more familiar with that outcome than aborting and going off the runway. From the outcome that my decision led to, it is hard to say I still think that was to safer option. I just know that I thought it was the safer option at the time.