

John DiMarzio
3rd January 2020
Accident Statement

On December 23rd, 2019 at approximately 1:00PM myself, John DiMarzio III and my student, Robert L Dardano, departed Mansfield Municipal Airport (1B9) in a PA 28-140, tail number N5792U and departed for a local practice area. We went to Plymouth (PYM) and did a touch and go on runway 24. Upon departing we decided to go to Cranland (28M). We decided to select runway 36 at Cranland. The winds at PYM were favoring runway 24 at Plymouth near the coast. I also kept in mind the micrometeorological conditions that occur at Cranland. We observed the ripples in the water in the surrounding lakes and decided there was a direct crosswind across both runways. I though runway 36 was still a good choice because I knew we had the 300+ feet of grass ahead of the runway in case of a mishap, but I also noted about a 20 foot cliff with 60 foot trees on top of it at the far end of the airfield. Our first attempt at a landing resulted in a successful go around. On our second attempt, we came in to land and began to enter the flare above the numbers of the runway and about halfway down the runway we still had not touched down and I noted the excessive float and took a look out the window at the airports tetrahedron. It seemed we now had a tailwind so I told my student to go around. The student initiated the go around and instead of pitching the nose for airspeed, he mistakenly raised the nose with the intent of climbing, the airplane did not establish a climb, but instead bled off to 60mph, rotation speed of this particular aircraft is about 65mph with a Vx of 74mph. I knew we were much too slow, with a 1/4 of the runway remaining with little to no climb established I looked ahead at the cliff and trees fast approaching.

The tailwind and lack of energy in the airplane, resulted in my decision to take control of the aircraft, I was no longer interested in attempting to reenergize the aircraft and attempt a climb over the trees with insufficient distance, I was now concerned with saving my students life as well as my own so I pulled the power back immediately and landed in the grass section of the airport ahead of the runway. The nose wheel of the airplane broke off because of how soft the mud and grass in the field was and the prop struck the ground. Upon exiting the aircraft we noticed we indeed did have a tailwind at the time we came to a stop in the grass. About 40 minutes later, we were driven to the hangars at the airport and had a closer look at the windsock and the wind yet again shifted to favor 36.

I stand behind my actions. My student pitching excessively on rotation, and go arounds has been a running problem, that was recently getting better. Although the airport presents challenges with an 1800 foot runway the student had me convinced that he could handle the airport having been based there previously. Taking this into consideration I do believe I saved our lives by simply landing the airplane in the grass. Despite the opinion that we might have made it by taking a left turn over the shorter trees and houses, that is not a standard practice. Also, as far as the pitch attitude bleeding off airspeed on a go around I had in my head, the student and CFI in Mansfield about a year ago out of a flight school in Norwood that died because the student pitched excessively during a go around and the CFI didn't recover. So, my first action was to pitch the nose of the airplane over in attempt to regain energy, but with a 150 horsepower motor, inefficient wing compared to other aircraft, the airplane was not going to climb over the trees.

I am employed as a CFI at Bridgewater State University after completing their four year aviation program successfully. This particular student has been through 14 CFIs, has about 250 hours and still has not been signed off to take the Private Pilot Practical Exam.

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 10:00 AM	DATE 12/26/2019
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Robert Dardano [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT N5792U accident at Cranland airport (28M)			
DIGEST I met with Mr. Dardano the owner of the aircraft to inspect the damage to his aircraft after it went off the end of the runway at 28M. He explained to me that he was attempting to land at 28M with a slight tail wind, and the aircraft seemed to float a little before touching down. The CFI instructed him to go around thinking they did not have enough of the runway left to complete the landing. He applied power and was climbing out. He felt as though the aircraft was responding correctly, and climbing out normally. He had been flying at 28M for a few year so he was comfortable with the field conditions. He stated to me that without any warning, the CFI took the controls and aborted the takeoff, setting the aircraft down towards the end of the runway. They subsequently went off the end of the runway, and the aircraft settled in the mud, snapping the nose gear off and damaging the prop and bottom of the wings. He stated the CFI had completely lost control and was very excited. He expressed to me that he had reservations about the CFI on other occasions, but let it go considering he was a student, and that the CFI had more experience then he did.			
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DATE 02/04/2020	TITLE ASI	SIGNATURE David Cardullo	