



# Aviation Investigation Factual Report

<b>Location:</b>	FRESNO, California	<b>Accident Number:</b>	LAX00LA149
<b>Date &amp; Time:</b>	April 11, 2000, 09:10 Local	<b>Registration:</b>	N2500T
<b>Aircraft:</b>	Piper PA-38-112	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Factual Information

On April 11, 2000, at 0910 hours Pacific daylight time, a Piper PA-38-112, N2500T, veered off the runway and collided with multiple obstacles at the Fresno Yosemite International Airport, Fresno, California. The aircraft sustained substantial damage; however, the student pilot, the sole occupant, was not injured. The aircraft was being operated as an instructional flight by Golden Eagle Aviation, Inc., under 14 CFR Part 91 when the accident occurred. The flight was originating from Fresno Yosemite International Airport at the time of the accident. Visual meteorological conditions prevailed at the time and no flight plan was filed.

According to a Federal Aviation Administration (FAA) inspector who responded to the scene of the accident, the pilot was on his first unsupervised solo flight. His instructor had requested that on this flight he perform a series of short field takeoffs. The pilot stated that he began his first takeoff by holding the brakes, running up the engine, and then releasing the brakes. After reaching 53 knots, he rotated but overcontrolled, and the aircraft began to float prematurely. He decided to abort, and, as the aircraft touched down, he lost directional control and it began to veer off the left side of the runway. He applied right rudder and the aircraft continued veering left, eventually striking a runway light. He attempted to decelerate by holding the control wheel back; however, the aircraft now became airborne over taxiway Golf. When it touched down again, it rolled across a dirt infield until reaching taxiway Kilo (2,900 feet from the approach end of runway 29L). As the aircraft was clearing Kilo, it rolled over a lip at the edge of the taxiway. The aircraft dropped about 1 foot onto the ramp area collapsing the nose gear and damaging the prop, engine mounts, and firewall.

Surface winds were variable at 4 knots.

The pilot's logbook reflected that he had received dual instruction in short field takeoffs on April 8 and 10, 2000.

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	34,Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	March 28, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	13 hours (Total, all aircraft), 13 hours (Total, this make and model), 13 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N2500T
<b>Model/Series:</b>	PA-38-112 PA-38-112	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	38-78A 0817
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	March 15, 2000 Annual	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	11021 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	GOLDEN EAGLE ENTERPRISES, INC.	<b>Rated Power:</b>	112 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FAT	Distance from Accident Site:	
Observation Time:	08:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	19°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FRESNO, CA (FAT )	Type of Flight Plan Filed:	None
Destination:	FRESNO, CA	Type of Clearance:	VFR
Departure Time:	10:30 Local	Type of Airspace:	Class C

## Airport Information

Airport:	Fresno Airport FAT	Runway Surface Type:	Concrete
Airport Elevation:	336 ft msl	Runway Surface Condition:	Dry
Runway Used:	29L	IFR Approach:	None
Runway Length/Width:	7206 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.776111,-119.719169

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Crispin, Robert
<b>Additional Participating Persons:</b>	JIM SHAMP; FRESNO FSDO; FRESNO, CA
<b>Report Date:</b>	October 10, 2002
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=48930">https://data.nts.gov/Docket?ProjectID=48930</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](#).