



# Aviation Investigation Final Report

<b>Location:</b>	Griffith, Indiana	<b>Accident Number:</b>	CHI90LA051
<b>Date &amp; Time:</b>	December 28, 1989, 08:30 Local	<b>Registration:</b>	N2605P
<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		

## Analysis

AFTER THE STUDENT PILOT PERFORMED UNEVENTFUL TOUCH-&GO LANDINGS, HIS FLT INSTRUCTOR (CFI) EXITED THE ACFT TO ALLOW THE STUDENT TO FLY SOLO. THE STUDENT TAXIED BACK TO THE RWY. HE STATED HE 'ROLLED OUT ONTO THE RUNWAY WITHOUT STOPPING, CENTERED THE PLANE ON THE RUNWAY, AND APPLIED FULL THROTTLE,' BUT THE PLANE GOT OUT OF CONTROL. HE CLOSED THE THROTTLE &'LOCKED UP' THE BRAKES. SUBSEQUENTLY, THE ACFT COLLIDED WITH A PILE OF PLOWED SNOW & CAME TO REST APRX 20 FT OFF THE LEFT SIDE OF THE RWY. THE STUDENT HAD NEARLY 18 HRS OF FLT TIME, OF WHICH, 1/2 HR WAS SOLO TIME.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE STUDENT PILOT TO MAINTAIN DIRECTIONAL CONTROL AND HIS IMPROPER USE OF (NORMAL) BRAKES. HIS DECISION TO MAKE A RUNNING TAKEOFF, HIS LACK OF TOTAL EXPERIENCE, AND THE SNOWBANK WERE CONTRIBUTING FACTORS.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) RUNNING TAKEOFF - INITIATED - PILOT IN COMMAND

2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
4. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
5. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - ABORTED

#### Findings

6. (F) TERRAIN CONDITION - SNOWBANK

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	33, 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 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 24, 1989
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	18 hours (Total, all aircraft), 18 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N2605P
<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; Utility	<b>Serial Number:</b>	38-79A1043
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	December 13, 1989 100 hour	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	7 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3622 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	GREAT NORTHERN ARCFT SALES	<b>Rated Power:</b>	112 Horsepower
<b>Operator:</b>	GREAT NORTHERN AIRCRAFT SALES	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GYG ,591 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	08:50 Local	<b>Direction from Accident Site:</b>	355°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Overcast / 3000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	-4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(05C )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(05C )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	GRIFFITH 05C	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	635 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4013 ft / 50 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	41.520854,-87.419113(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Reeves, Jodi
<b>Additional Participating Persons:</b>	D HEITER; SOUTH BEND , IN
<b>Original Publish Date:</b>	September 5, 1990
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=14609">https://data.nts.gov/Docket?ProjectID=14609</a>

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