



Aviation Investigation Final Report

Location:	BIG RAPIDS, Michigan	Accident Number:	CHI91LA165
Date & Time:	May 23, 1991, 19:30 Local	Registration:	N7209Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE PRIVATE RATED PILOT WAS ON A DUAL MULTIENGINE INSTRUCTIONAL FLIGHT. ON A PRACTICE SOFT-FIELD TAKEOFF THE AIRCRAFT BEGAN TO PULL TO THE LEFT WHEN THE AIRCRAFT WAS ROTATED. THE STUDENT CORRECTED WITH APPLICATION OF RIGHT RUDDER AND AILERON. THE RIGHT WING OF THE AIRCRAFT STRUCK THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: EXCESSIVE APPLICATION OF THE FLIGHT CONTROLS BY THE STUDENT PILOT. A FACTOR RELATED TO THE ACCIDENT IS DELAYED REMEDIAL ACTION BY THE FLIGHT INSTRUCTOR.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF

Findings

1. TERRAIN CONDITION - RUNWAY
2. (C) FLIGHT CONTROLS - EXCESSIVE - DUAL STUDENT
3. (F) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	55, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Glider; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 12, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2092 hours (Total, all aircraft), 142 hours (Total, this make and model), 1853 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7209Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-235
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	3725 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-320-B1A
Registered Owner:		Rated Power:	160 Horsepower
Operator:	MECOSTA CTY PILOTS ASSN.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GRR ,794 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	18:50 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	7 miles
Lowest Ceiling:	Overcast / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:30 Local	Type of Airspace:	

Airport Information

Airport:	ROBEN-HOOD 77D	Runway Surface Type:	Asphalt
Airport Elevation:	945 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	
Runway Length/Width:	4300 ft / 75 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.69952,-85.479263(est)

Administrative Information

Investigator In Charge (IIC): Doub, Mark
Additional Participating Persons: WILL ELLIOTT; GRAND RAPIDS , MI

Original Publish Date: December 4, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=15072>

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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](#).