



Aviation Investigation Final Report

Location:	BRYAN, Texas	Accident Number:	FTW92LA173
Date & Time:	June 19, 1992, 16:30 Local	Registration:	N24611
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

WHILE PRACTICING TOUCH AND GO LANDINGS IN PREPARATION FOR HIS SECOND SUPERVISED SOLO, THE STUDENT PILOT WAS HIGH AND FAST ON THE SECOND APPROACH. THE INSTRUCTOR PILOT SAID HE DECIDED 'TO STAND BY AND SEE WHAT HE WOULD DO' AND THAT HE REALIZED THE AIRPLANE WOULD TOUCH DOWN LONG. THE INSTRUCTOR ALSO STATED THAT ON TOUCHDOWN, HE DECIDED 'IMPROPERLY' THAT HE HAD SUFFICIENT RUNWAY LEFT REMAINING TO ABORT THE LANDING. HE EXECUTED A SHORT FIELD TAKEOFF, HOWEVER, AT LIFTOFF THE LEFT MAIN GEAR STRUCK A 12 INCH HIGH BARRIER AT THE END OF THE RUNWAY. THE GEAR SEPARATED AND THE AIRPLANE CONTINUED TO CLIMB OUT. AFTER A LOW PASS TO SEE WHAT PARTS HAD SEPARATED FROM THE AIRPLANE THE INSTRUCTOR LANDED. DURING THE LANDING ROLL THE AIRPLANE VEERED LEFT OFF OF THE RUNWAY. SUBSTANTIAL DAMAGE WAS SUSTAINED TO THE FUSELAGE AND THE EMPENNAGE WHEN THE GEAR SEPARATED DURING THE ABORTED LANDING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE CERTIFIED FLIGHT INSTRUCTOR'S MISJUDGING THE RUNWAY REMAINING FOR THE ABORTED LANDING. FACTORS WERE THE STUDENT PILOT'S MISJUDGING THE TOUCHDOWN POINT AND INADEQUATE SUPERVISION OF THE APPROACH BY THE CFI.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - ABORTED

Findings

1. OBJECT - WALL/BARRICADE
 2. (F) PROPER TOUCHDOWN POINT - MISJUDGED - DUAL STUDENT
 3. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND(CFI)
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	31, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 30, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1663 hours (Total, all aircraft), 268 hours (Total, this make and model), 1585 hours (Pilot In Command, all aircraft), 145 hours (Last 90 days, all aircraft), 52 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N24611
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-79A1137
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	June 2, 1992 100 hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	100 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1366 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-235-L2C
Registered Owner:	TRIBBEY, ROY	Rated Power:	112 Horsepower
Operator:	BRYAN AVIATION INC.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	34°C / 23°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	(CFD)	Type of Flight Plan Filed:	None
Destination:	(CFD)	Type of Clearance:	None
Departure Time:	16:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	COULTER FIELD CFD	Runway Surface Type:	Asphalt
Airport Elevation:	357 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Touch and go

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:	30.680892,-96.390701(est)

Administrative Information

Investigator In Charge (IIC):	Wandel, Warren
Additional Participating Persons:	ROYCE LEVAUGHN; HOUSTON , TX
Original Publish Date:	June 30, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18526

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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](#).