



# Aviation Investigation Final Report

<b>Location:</b>	PORT MANSFIELD, Texas	<b>Accident Number:</b>	FTW96LA087
<b>Date &amp; Time:</b>	January 9, 1996, 10:32 Local	<b>Registration:</b>	N9840T
<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 airplane touched down during a landing, deer ran onto the runway. The pilot started to abort the landing (go around); however, he reported that the power 'didn't increase fast enough.' He aborted the go-around, but the airplane encountered soft/sandy terrain beside the runway during the roll-out. Subsequently, the nose gear collapsed resulting in structural damage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Deer running onto the runway as the student pilot was landing. A factor relating to the accident was: the soft terrain that was encountered as the pilot was maneuvering to avoid a collision.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

1. (C) OBJECT - ANIMAL(S)
2. MANEUVER TO AVOID OBSTRUCTIONS - PERFORMED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - SOFT

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Occurrence #2: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING

Findings

4. LANDING GEAR, NOSE GEAR - OVERLOAD

## Factual Information

On January 9, 1996, at 1032 central standard time, a Piper PA-38- 112, N9840T, collided with terrain during an aborted takeoff at the Charles R. Johnson Airport, Port Mansfield, Texas. The student pilot was not injured and the airplane sustained substantial damage. The airplane was being operated by Flight Training Systems, Inc., dba Southwind, under Title 14 CFR Part 91. Visual meteorological conditions prevailed and a VFR flight plan was filed for the solo cross country instructional flight.

During interviews, conducted by the investigator-in-charge, and on the enclosed Pilot/Operator Report, the operator and pilot reported the following. The flight departed Brownsville, Texas, with en route stops planned for Edinburg, and Port Mansfield, Texas. After touching down on runway 12, deer appeared out of the bushes and ran onto the runway. The pilot reported applying power; however, "the power didn't increase fast enough" and the pilot aborted the takeoff. During the rollout on the grassy area along the side of the runway, the nose gear collapsed in the soft sand and the aileron struck a sand bank. Structural damage was also sustained by the engine firewall and the engine mount.

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	35, 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 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 29, 1995
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	40 hours (Total, all aircraft), 40 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N9840T
<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>	38-78A0222
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	December 31, 1995 100 hour	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	42 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3381 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	AVELEASE, INC.	<b>Rated Power:</b>	112 Horsepower
<b>Operator:</b>	FLIGHT TRAINING SYSTEMS, INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	SOUTHWIND	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(T05 )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	BROWNSVILLE , TX (BRO )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CHARLES R. JOHNSON T05	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	10 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	12	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3200 ft / 75 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## 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>	26.550132,-97.430305(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Smith, Joyce
<b>Additional Participating Persons:</b>	STEVE HOMER; SAN ANTONIO , TX
<b>Original Publish Date:</b>	May 9, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=19738">https://data.ntsb.gov/Docket?ProjectID=19738</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](#).