



Aviation Investigation Final Report

Location:	SANTA TERESA, New Mexico	Accident Number:	FTW97LA214
Date & Time:	May 30, 1997, 09:24 Local	Registration:	N36275
Aircraft:	Piper PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Witnesses at the airport observed the airplane entering the traffic pattern for touch-and-go landings on runway 28. They reported that the airplane landed hard, porpoised 3 or 4 times, and departed the right side of the runway. According to the pilot-in-command (PIC), the pilot rated passenger in the right seat, who was reported to hold an airline transport rating, applied full power after announcing 'lets go around.' The power in the right engine 'was slow to develop, which instantly skewed the airplane off the runway.' The PIC stated that the airplane was at about 5 feet off the ground as 'he reduced the power to the good engine.' The PIC added that the airspeed was at or near VMC, and 'the airplane started to roll and directional control was not possible.' The PIC reported that he 'pulled both engines back and flared.' In the recommendation block of a Pilot/Operator Report, the PIC recommended 'not attempting [a] full throttle go-around until both engines are confirmed operational, or far above VMC.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot-in-command's (PIC's) inadequate supervision of the flight by allowing the pilot-rated passenger to attempt a go-around (aborted landing) without maintaining minimum control speed (VMC), which resulted in loss of aircraft control. Factors relating to the accident were: the pilot-rated passenger's improper flare and improper recovery from a bounced landing.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) FLARE - IMPROPER - PILOT PASSENGER
2. (F) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT PASSENGER

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ABORTED

Findings

3. GO-AROUND - ATTEMPTED - PILOT PASSENGER
4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND
5. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
6. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On May 30, 1997, at 0924 mountain daylight time, a Piper PA-34-200T twin engine airplane, N36275, was substantially damaged following a loss of control while landing at the Santa Teresa Municipal Airport, near Santa Teresa, New Mexico. The airline transport rated pilot and his two passengers were not injured. The airplane, owned and operated by a private individual, was being operated under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the personal flight for which a flight plan was not filed. The local flight originated from Santa Teresa at 0900.

The pilot-in-command (PIC) stated that the purpose of the flight was to verify engine performance of the left engine. The engine cooling baffles on the left engine had been recently replaced by the new owner of the airplane who purchased the airplane on April 23, 1997.

According to witnesses at the airport, the airplane was observed entering the traffic pattern for touch and go landings on runway 28. Witnesses reported that the airplane landed hard, porpoised 3 or 4 times, and departed the right side of the runway. The right wing struck the ground resulting in structural damage to the airplane.

According to the PIC, the pilot rated passenger in the right front seat, who was reported to hold an airline transport rating, applied full power after announcing "lets go around." The PIC added that the power on the right engine "was slow to come up instantly skewing the airplane off the runway." The PIC further stated that the airplane was at approximately 5 feet off the ground as "he reduced the power to the good engine." The PIC added that the airspeed was at or near VMC and the airplane "started to roll and directional control was not possible." The PIC added that he "pulled both engines back and flared" the airplane.

On the recommendation block of the enclosed Pilot/Operator Report, in order to prevent the accident, the PIC recommended "not attempting [a] full throttle go-around until both engines are confirmed operational, or far above VMC."

The name of the passenger seated in the back seat was never determined. The investigator-in-charge (IIC) was able to conduct a brief telephonic interview with the PIC the day after the accident; however, the PIC never returned any subsequent phone calls. A telephone number was not provided for the pilot rated passenger in the right seat and his wife, who is the registered owner of the airplane.

Pilot Information

Certificate:	Airline transport	Age:	54, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 30, 1996
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5755 hours (Total, all aircraft), 59 hours (Total, this make and model), 5498 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N36275
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7870308
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360
Registered Owner:	LATREND A. HOSSLER	Rated Power:	210 Horsepower
Operator:		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:	ELP ,4600 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	08:56 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(5T6)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	DONA ANA COUNTY 5T6	Runway Surface Type:	Asphalt
Airport Elevation:	4112 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	8500 ft / 100 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	31.84081,-106.680068(est)

Administrative Information

Investigator In Charge (IIC):	Casanova, Hector
Additional Participating Persons:	KERRY RAY; ALBUQUERQUE , NM
Original Publish Date:	December 15, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=20237

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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](#).