



Aviation Investigation Final Report

Location:	SEARCY, Arkansas	Accident Number:	FTW98LA227
Date & Time:	May 16, 1998, 16:00 Local	Registration:	N3711P
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The 1,800 hour instrument rated private pilot lost directional control of the airplane on take-off roll, during an instructional flight which was to familiarize him with the airplane. The airplane landed on runway 01, the instructor pilot retracted the flaps, and told the private pilot to 'go around.' As the private pilot applied takeoff power, the airplane began to veer to the right. Full rudder and aileron deflection, combined with maximum braking failed direct the airplane back to the runway centerline. Subsequently, the airplane exited the right side of the runway and came to rest nose down in a drainage ditch, between the runway and a taxiway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control of the airplane during the takeoff roll. A factor was the certified flight instructor's inadequate supervision.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Findings

3. TERRAIN CONDITION - DITCH

Factual Information

On May 16, 1998, approximately 1600 central daylight time, a Piper PA-22-150 single engine airplane, N3711P, owned and operated by Flight Maintenance Inc., was substantially damaged following a loss of control during takeoff roll, at the Searcy Municipal Airport, near Searcy, Arkansas. The flight instructor and the instrument rated private pilot were not injured. Visual meteorological conditions prevailed and a flight plan was not filed for the Title 14 CFR Part 91 local instructional flight. The flight originated from the Searcy Municipal Airport, at 1500.

During a telephone interview with a representative of the NTSB, the private pilot stated that he was in the process of purchasing the tail wheel equipped airplane. The purpose of the flight was for the private pilot to "familiarize" himself with the airplane.

The private pilot and instructor pilot reported the following events in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2). The 1,800 hour private pilot, who was flying from the left seat, landed the airplane on runway 01. During the landing roll, the flight instructor retracted the flaps and directed him to "go around." The private pilot applied power, and the airplane began to veer to the right of the runway centerline. Both pilots reported that they applied full left aileron, left rudder and left brake; however, the airplane continued turning to the right. The airplane turned 90 degrees to the right, exited the runway and came to rest nose down in a drainage ditch, upright between the runway and a taxiway.

The instructor pilot reported that at the time of the accident, the wind was from 350 degrees at 10 knots and the visibility was at least 10 statute miles.

An FAA representative examined the airplane and reported that the left side of the fuselage was buckled and a portion of tubing located on the underside of the main fuselage was displaced "8 inches." The inspector added that he did not find any evidence of a mechanical malfunction.

Pilot Information

Certificate:	Commercial; Flight engineer; Flight instructor; Private	Age:	54, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 3, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6400 hours (Total, all aircraft), 22 hours (Total, this make and model), 4200 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3711P
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-3429
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	May 16, 1998 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3200 Hrs	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320-A1A
Registered Owner:	FLIGHT MAINTENANCE INC.	Rated Power:	150 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:	LIT ,260 ft msl	Distance from Accident Site:	38 Nautical Miles
Observation Time:	15:50 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	32°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(M07)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	15:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	SEARCY MUNICIPAL AIRPORT M07	Runway Surface Type:	Asphalt
Airport Elevation:	264 ft msl	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	5007 ft / 75 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:	35.240653,-91.729446(est)

Administrative Information

Investigator In Charge (IIC):	Casanova, Hector
Additional Participating Persons:	DAVID HALL; LITTLE ROCK , AR
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=20613

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).