



Aviation Investigation Final Report

Location:	SHOW LOW, Arizona	Accident Number:	LAX89LA094
Date & Time:	January 22, 1989, 17:55 Local	Registration:	N8162W
Aircraft:	PIPER PA-28-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE DURING THE TAKEOFF ROLL. THE STUDENT PILOT STATED THAT SHE HAD SUCCESSFULLY COMPLETED HER SECOND TOUCH AND GO LANDING AND WAS BEGINNING HER THIRD TAKEOFF, WHEN SHE REMEMBERED THAT SHE STILL HAD THE AIRPLANE IN A FULL FLAP CONFIGURATION. SHE STATED THAT SHE ADDED POWER TO CONTINUE THE TAKEOFF AND LOST DIRECTIONAL CONTROL OF THE AIRPLANE WHEN SHE REACHED DOWN TO RETRACT THE FLAPS. THE AIRPLANE VEERED LEFT OF CENTERLINE, DEPARTED THE RUNWAY AND COLLIDED WITH A DIRT BANK. THE STUDENT PILOT STATED THAT SHE MAY HAVE STEPPED ON THE LEFT RUDDER AS SHE TRIED TO RETRACT THE FLAPS. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE DURING THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: DELAYED RETRACTION OF FLAPS AND THE INADVERTENT APPLICATION OF LEFT RUDDER DUE TO DIVERSION OF ATTENTION RESULTING IN THE AIRPLANE'S DEPARTURE FROM THE RUNWAY. A CONTRIBUTING FACTOR WAS THE INEXPERIENCE OF THE STUDENT PILOT.

Findings

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

Findings

1. (C) RAISING OF FLAPS - DELAYED - PILOT IN COMMAND
2. (C) RUDDER - INADVERTENT USE - PILOT IN COMMAND
3. (C) DIVERTED ATTENTION - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

6. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

Pilot Information

Certificate:	Student	Age:	33,Female
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 20, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	16 hours (Total, all aircraft), 16 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8162W
Model/Series:	PA-28-180 PA-28-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-2279
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 1, 1988 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	67 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4318 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-360-A3A
Registered Owner:	RAM AERO COMPANY INC	Rated Power:	180 Horsepower
Operator:	RAM AERO CO. 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:	SOW ,6411 ft msl	Distance from Accident Site:	
Observation Time:	18:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	30 miles
Lowest Ceiling:	Overcast / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	SHOW LOW SOW	Runway Surface Type:	Asphalt
Airport Elevation:	6411 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	6000 ft / 75 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.229866,-110.070724(est)

Administrative Information

Investigator In Charge (IIC):	Isbell, Shelby
Additional Participating Persons:	MICHAEL WARTH; SCOTTSDALE , AZ
Original Publish Date:	March 12, 1990
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=26327

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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](#).