



Aviation Investigation Final Report

Location:	CHANDLER, Arizona	Accident Number:	LAX90LA302
Date & Time:	August 24, 1990, 08:45 Local	Registration:	N25658
Aircraft:	PIPER PA38	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER PRACTICING LANDINGS FOR ABOUT ONE HOUR THE STUDENT PILOT INITIATED ANOTHER TAKEOFF. THE AIRCRAFT'S NOSE ROSE UNEXPECTEDLY AND THE STUDENT PILOT ATTEMPTED TO CORRECT THE UNCOMMANDED CLIMB. THE AIRCRAFT NOSED OVER AND COLLIDED WITH THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S LOSS OF CONTROL DURING TAKEOFF. HIS INEXPERIENCE IN THE AIRCRAFT AND IMPROPER USE OF THE FLIGHT CONTROLS WERE FACTORS IN THE ACCIDENT.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) ROTATION - INADVERTENT - PILOT IN COMMAND
 2. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. (F) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - RUNWAY

Factual Information

Pilot Information

Certificate:	Student	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 30, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	30 hours (Total, all aircraft), 30 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N25658
Model/Series:	PA38 PA38	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	3881A10041
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2L
Registered Owner:	UNKNOWN	Rated Power:	112 Horsepower
Operator:	CHANDLER AIR SERVICE 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:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(P10)	Type of Flight Plan Filed:	None
Destination:	(P10)	Type of Clearance:	None
Departure Time:	07:45 Local	Type of Airspace:	

Airport Information

Airport:	CHANDLER MUNI P10	Runway Surface Type:	Asphalt
Airport Elevation:	1236 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	4395 ft / 75 ft	VFR Approach/Landing:	None

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:	33.240238,-111.779701(est)

Administrative Information

Investigator In Charge (IIC):	Wall, James
Additional Participating Persons:	GEORGE GIBERSON; SCOTTSDALE , AZ
Original Publish Date:	November 23, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=26906

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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](#).