



Aviation Investigation Final Report

Location:	TERRA CEIA, Florida	Accident Number:	MIA89LA068
Date & Time:	January 12, 1989, 14:15 Local	Registration:	N2439B
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PLT STATED THAT DURING A SOLO X-COUNTRY FLT, HE HEARD UNUSUAL SOUNDS, BUT THERE WAS NO ENG FAILURE OR MALFUNCTION. HE ELECTED TO MAKE A PRECAUTIONARY LANDING IN A SOD FIELD. AFTER LANDING WITH A TAILWIND, HE WAS UNABLE TO STOP THE ACFT BEFORE IT CONTINUED INTO A DITCH & WAS DAMAGED. COMPANY PERSONNEL WERE UNABLE TO FIND ANY PREIMPACT PROBLEMS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE IMPROPER IN-FLIGHT PLANNING/DECISION BY THE STUDENT PILOT. FACTORS RELATED TO THE ACCIDENT WERE: TAILWIND CONDITIONS DURING THE LANDING AND THE PROXIMITY OF THE DITCH TO THE SELECTED LANDING AREA.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - TAILWIND
3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Student	Age:	32, Male
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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 17, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	92 hours (Total, all aircraft), 61 hours (Total, this make and model), 14 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2439B
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	38-79A0062
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 3, 1988 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4601 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	ABBOTT, CARL R.	Rated Power:	110 Horsepower
Operator:	AERO LEASING, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:	KITTY HAWK FLIGHT SCHOOL	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SRQ ,28 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	13:46 Local	Direction from Accident Site:	186°
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FORT LAUDERDALE (FLL)	Type of Flight Plan Filed:	None
Destination:	SARASOTA (SRQ)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Precautionary landing

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:	

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: January 22, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32384>

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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](#).