



Aviation Investigation Final Report

Location:	FORT PIERCE, Florida	Accident Number:	MIA91LA026
Date & Time:	November 13, 1990, 12:00 Local	Registration:	N25109
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE CFI STATED THAT HE ALLOWED THE STUDENT TO TAKEOFF FROM THE 2,500 FT GRASS RWY. PRIOR TO DEPARTURE THERE WAS A DISAGREEMENT ON THE CORRECT PROCEDURE & THE PLT'S OPERATING HANDBOOK WAS CONSULTED. DURING THE GROUND ROLL ABOUT 1/2 WAY DOWN THE RWY, HE CONSIDERED ABORTING THE TAKEOFF BECAUSE THE ACFT WAS SLOW TO ACCELERATE BUT DID NOT. THE ACFT REMAINED IN GROUND EFFECT & ABOUT 3/4 DOWN THE RWY, HAD NOT ACCELERATED ENOUGH TO CLIMB. WITH INSUFFICIENT RWY REMAINING & OBSTRUCTIONS AHEAD, THE CFI TOOK CONTROL & MANEUVERED THE ACFT ALONG A ROAD WHILE ATTEMPTING TO CLIMB. THE RT WING COLLIDED WITH TREES & THE ACFT THEN CRASHED INTO TREES & CAME TO REST. THE CFI FURTHER STATED THAT THERE WAS NO ENG FAILURE OR MALFUNCTION & WHEN ASKED HOW THIS ACCIDENT COULD HAVE BEEN PREVENTED, HE STATED THAT HE SHOULD NOT HAVE FLOWN INTO THAT AIRSTRIP. ACCORDING TO AN FAA OPS INSPECTOR WHO ARRIVED 5 HOURS LATER, THE GRASS WAS 4 INCHES HIGH & THE RWY WAS SOFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PREFLIGHT DECISION OF THE INSTRUCTOR PILOT TO ALLOW THE STUDENT TO TAKEOFF FROM THE SOFT GRASS RUNWAY AND HIS FAILURE TO ABORT THE TAKEOFF.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. OBJECT - TREE(S)
2. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
3. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	38, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 28, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1825 hours (Total, all aircraft), 2 hours (Total, this make and model), 1752 hours (Pilot In Command, all aircraft), 127 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N25109
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	38-80A0023
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-L2C
Registered Owner:	BODICEA AIR, INC.	Rated Power:	112 Horsepower
Operator:	ST. LUCIE AIR ACADEMY, 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:	FPR ,25 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	15000 ft AGL	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(FL23)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	

Airport Information

Airport:	STRAZZULA GROVES FL23	Runway Surface Type:	Grass/turf
Airport Elevation:	27 ft msl	Runway Surface Condition:	Wet
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2500 ft / 75 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: December 8, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=32792>

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