



# Aviation Investigation Final Report

<b>Location:</b>	LA BELLE, Florida	<b>Accident Number:</b>	MIA91LA104
<b>Date &amp; Time:</b>	March 20, 1991, 09:05 Local	<b>Registration:</b>	N25459
<b>Aircraft:</b>	PIPER PA-38-112	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

DURING THE LANDING ROLL ON THE GRASS ADJACENT TO RWY 14 WITH A WIND FROM THE EAST AT 5 KTS, THE PLT LOST CONTROL OF THE ACFT AFTER HE REACHED DOWN & PULLED THE PARKING BRAKE HANDLE TO APPLY THE BRAKES. THE ACFT YAWED TO THE RIGHT WHICH COLLAPSED THE RT MAIN & NOSE LANDING GEARS & CAME TO REST. AS A RESULT OF THE COLLAPSE OF THE RT GEAR, THE BRAKE LINE BROKE. IT WAS REPLACED & NO FURTHER BRAKE SYSTEM COMPONENTS WERE REPLACED. THE ACFT WAS REPAIRED & FLOWN FROM THE ACCIDENT SITE TO THE NEW OWNER'S FACILITY. THE OWNER STATED THAT THE BRAKES OPERATED NORMALLY WHEN USING THE PARKING BRAKE HANDLE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE STUDENT PILOT TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING ROLL. CONTRIBUTING TO THE ACCIDENT WAS THE FACT THAT THE PILOT DIVERTED HIS ATTENTION WHEN HE PULLED THE PARKING BRAKE HANDLE TO APPLY THE BRAKES.

## Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
3. (F) LACK OF EXPERIENCE - PILOT IN COMMAND

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

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Occurrence #3: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 6, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	28 hours (Total, all aircraft), 28 hours (Total, this make and model), 5 hours (Pilot In Command, all aircraft), 13 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

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N25459
<b>Model/Series:</b>	PA-38-112 PA-38-112	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	38-81A0001
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 14, 1990 Annual	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	24 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1628 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	GRANT, WARREN & NEWBURY, FRED	<b>Rated Power:</b>	112 Horsepower
<b>Operator:</b>	GRANT, WARREN & NEWBURY, FRED	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FMY ,18 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	08:50 Local	<b>Direction from Accident Site:</b>	248°
<b>Lowest Cloud Condition:</b>	Scattered / 15000 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:05 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	LA BELLE MUNICIPAL X14	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	18 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	14	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3400 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	26.640882,-81.340866(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Monville, Timothy
<b>Additional Participating Persons:</b>	ED OLIVA; FORT LAUDERDALE, FL
<b>Original Publish Date:</b>	January 25, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=32836">https://data.ntsb.gov/Docket?ProjectID=32836</a>

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