



Aviation Investigation Final Report

Location:	BEATRICE, Nebraska	Accident Number:	MKC84LA286
Date & Time:	August 28, 1984, 18:10 Local	Registration:	N9707T
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

DURING THE FLARE AN UNCONTROLLED RATE OF DESCENT DEVELOPED RESULTING IN A TOUCHDOWN SHORT OF THE RWY THRESHOLD. THE MAINLDG GEAR STRUCK THE 5 INCH EXPOSED RWY LIP. DENSITY ALT WAS APRX 4,200 FT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (C) DESCENT - UNCONTROLLED - DUAL STUDENT
3. (C) PROPER TOUCHDOWN POINT - NOT OBTAINED - DUAL STUDENT
4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Findings

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	73, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 1, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	22163 hours (Total, all aircraft), 302 hours (Total, this make and model), 21925 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9707T
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	7838A0163
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	May 23, 1984 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	90 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1190 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235
Registered Owner:	J.T. ENGLÉS	Rated Power:	112 Horsepower
Operator:		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:	BIE	Distance from Accident Site:	
Observation Time:	18:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	39°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BEATRICE , NE (BIE)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	17:20 Local	Type of Airspace:	

Airport Information

Airport:	BEATRICE BIE	Runway Surface Type:	Concrete
Airport Elevation:	1318 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	5600 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

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:	40.259826,-96.740852(est)

Administrative Information

Investigator In Charge (IIC): Johnson, Robert

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=33799>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).