



# Aviation Investigation Final Report

<b>Location:</b>	TALLAHASSEE, Florida	<b>Accident Number:</b>	MIA94LA113
<b>Date &amp; Time:</b>	April 6, 1994, 18:00 Local	<b>Registration:</b>	N2477E
<b>Aircraft:</b>	PIPER PA-38	<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

THE STUDENT PILOT, RETURNING FROM A CROSS-COUNTRY FLIGHT, FLOATED LONG WHILE LANDING AND ADDED POWER TO ATTEMPT A GO-AROUND. UPON ADDITION OF POWER THE AIRPLANE VEERED TO THE LEFT, LANDED IN THE GRASS AND ROLLED TO A STOP INTO THE TREES.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S IMPROPER COMPENSATION FOR WIND CONDITIONS AND LACK OF RUDDER INPUT DURING AN ATTEMPTED GO-AROUND THAT RESULTED IN LOSS OF CONTROL IN FLIGHT AND COLLISION WITH TERRAIN. RUDDER INPUT WAS NEEDED TO COMPENSATE FOR THE P-FACTOR GENERATED BY THE INCREASE IN POWER ON THE GO-AROUND.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
2. (C) GO-AROUND - IMPROPER - PILOT IN COMMAND
3. (C) RUDDER - NOT USED - PILOT IN COMMAND

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

## Factual Information

On April 6, 1994, about 1800 eastern daylight time, N2477E, a Piper PA-38 crashed into trees on landing at Tallahassee Commercial Airport, Tallahassee, Florida, while on a 14 CFR Part 91 instructional flight. The airplane is registered to and operated by D-Bar-D Aviation Inc. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the student pilot reported no injuries. The flight originated from Albany, Georgia, about 1559 the same day.

The student pilot stated that as he flared for landing he encountered a gust of wind from the left and he added power for a go-around. The airplane then landed and exited the runway to the left and then struck trees. The purpose of the flight was a solo cross-country instructional flight.

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	22, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 22, 1994
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	27 hours (Total, all aircraft), 17 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N2477E
<b>Model/Series:</b>	PA-38 PA-38	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility; Provisional (Special)	<b>Serial Number:</b>	38-78A0472
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	March 28, 1994 Annual	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	97 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5178 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	D-BAR-D AVIATION, INC.	<b>Rated Power:</b>	112 Horsepower
<b>Operator:</b>	D-BAR-D AVIATION INC.	<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>	THL ,81 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	17:53 Local	<b>Direction from Accident Site:</b>	355°
<b>Lowest Cloud Condition:</b>	Scattered / 3500 ft AGL	<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	Overcast / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 17°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>	ALBANY , GA (ABY )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	17:01 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	TALLAHASSEE COMMERCIAL 68J	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	157 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3249 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## 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>	30.449775,-84.279685(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Alston, Andrew
<b>Additional Participating Persons:</b>	ERNEST WILSON; ORLANDO , FL
<b>Original Publish Date:</b>	November 18, 1994
<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=37522">https://data.ntsb.gov/Docket?ProjectID=37522</a>

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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](#).