



# Aviation Investigation Final Report

<b>Location:</b>	ST. AUGUSTINE, Florida	<b>Accident Number:</b>	MIA98LA238
<b>Date &amp; Time:</b>	September 5, 1998, 13:57 Local	<b>Registration:</b>	N40805
<b>Aircraft:</b>	Piper PA-34-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The flight instructor stated they performed a go-around because they did not know if the landing gear was extended. The aircraft climbed initially, rolled to the left and descended, striking the ground left wing tip and nose first. Examination of the runway showed slash marks caused by the propellers of the aircraft. Examination of the aircraft showed the landing gear handle was in the up position and the left propeller was curled over about two thirds of the blade length. The right propeller was curled over about one third of the blade length.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the flight instructor and dual student to ensure the landing gear was extended for landing and their attempted go-around after the aircraft and propellers contacted the runway. This resulted in loss of directional control during the go-around due to propeller damage and subsequent impact with the ground.

## Findings

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

### Findings

1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND(CFI)
2. (C) GO-AROUND - ATTEMPTED - PILOT IN COMMAND(CFI)

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

Findings

3. PROPELLER SYSTEM/ACCESSORIES, BLADE - BENT

4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND (CFI)

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

## Factual Information

On September 5, 1998, about 1357 eastern daylight time, a Piper PA-34-200, N40805, registered to Florida Aviation Career Training, Inc., crashed during a go-around at St. Augustine Airport, St. Augustine, Florida, while on a Title 14 CFR Part 91 instructional flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft received substantial damage and the airline transport-rated flight instructor and dual student were not injured. The flight originated from St. Augustine, the same day, about 1250.

The instructor stated that during the landing flare they initiated a go-around due to uncertainty as to the position of the landing gear. The aircraft initially climbed and then rolled to the left and descended. The aircraft struck the ground left wing tip first followed by the nose and then came to rest.

Examination of runway 13 by an FAA inspector showed a series of perpendicular slash marks on the left side of the runway center line starting at 1,200 feet from the approach end threshold and again at 1,750 feet. At 2,200 feet, slash marks appear on both sides of the runway center line. At 3,200 feet, slash marks appear on the left side of the center line.

Examination of the aircraft by an FAA inspector after the accident showed the landing gear handle was in the landing gear retracted position. The left propeller was curled over on itself about two-thirds of the blade length. The right hand propeller was curled over on itself about one-third of the blade length.

## Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical—no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 1, 1998
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3835 hours (Total, all aircraft), 233 hours (Total, this make and model), 3678 hours (Pilot In Command, all aircraft), 265 hours (Last 90 days, all aircraft), 77 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N40805
<b>Model/Series:</b>	PA-34-200 PA-34-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	34-7450081
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	July 15, 1998 100 hour	<b>Certified Max Gross Wt.:</b>	4200 lbs
<b>Time Since Last Inspection:</b>	77 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	7228 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-360-C1E6
<b>Registered Owner:</b>	FLORIDA AVIATION CAREER TRNG.	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<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>	SGJ ,11 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	13:35 Local	<b>Direction from Accident Site:</b>	130°
<b>Lowest Cloud Condition:</b>	Scattered / 4500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 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>	31°C / 24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(SGJ)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ST. AUGUSTINE SGJ	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	11 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	13	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6939 ft / 150 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	2 None	<b>Latitude, Longitude:</b>	30.01054,-81.409103(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kennedy, Jeffrey
<b>Additional Participating Persons:</b>	PETER J STRUNK; ORLANDO , FL
<b>Original Publish Date:</b>	September 28, 1999
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=43861">https://data.nts.gov/Docket?ProjectID=43861</a>

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