Aviation Investigation Final Report

Location:	FRESNO, California	**Accident Number:**	LAX00LA149
Date & Time:	April 11, 2000, 09:10 Local	**Registration:**	N2500T
Aircraft:	Piper PA-38-112	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot was on his third solo flight, his first unsupervised. After applying power for a short field takeoff, the student aborted and the airplane began to veer to the left side of the runway. A runway light was hit as the airplane moved into the unpaved area adjacent to the airstrip. In order to decelerate the airplane, the student pulled back on the controls, but the airplane floated before settling again. The airplane continued through the unpaved area and impacted on the taxiway surface where the nose gear collapsed. The short field takeoffs were requested by the instructor prior to the flight. The student's logbooks indicate that he received instruction in short field takeoff procedures on April 8 and 10, 2000.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's loss of directional control on takeoff that resulted in a collision with a taxiway surface.

Findings

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

Findings
1. ABORTED TAKEOFF - ATTEMPTED - DUAL STUDENT
2. (C) SHORT FIELD TAKEOFF/PROCEDURE - INITIATED - DUAL STUDENT

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings
4. OBJECT - RUNWAY LIGHT
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT

Factual Information

On April 11, 2000, at 0910 hours Pacific daylight time, a Piper PA-38-112, N2500T, veered off the runway and collided with multiple obstacles at the Fresno Yosemite International Airport, Fresno, California. The aircraft sustained substantial damage; however, the student pilot, the sole occupant, was not injured. The aircraft was being operated as an instructional flight by Golden Eagle Aviation, Inc., under 14 CFR Part 91 when the accident occurred. The flight was originating from Fresno Yosemite International Airport at the time of the accident. Visual meteorological conditions prevailed at the time and no flight plan was filed.

According to a Federal Aviation Administration (FAA) inspector who responded to the scene of the accident, the pilot was on his first unsupervised solo flight. His instructor had requested that on this flight he perform a series of short field takeoffs. The pilot stated that he began his first takeoff by holding the brakes, running up the engine, and then releasing the brakes. After reaching 53 knots, he rotated but overcontrolled, and the aircraft began to float prematurely. He decided to abort, and, as the aircraft touched down, he lost directional control and it began to veer off the left side of the runway. He applied right rudder and the aircraft continued veering left, eventually striking a runway light. He attempted to decelerate by holding the control wheel back; however, the aircraft now became airborne over taxiway Golf. When it touched down again, it rolled across a dirt infield until reaching taxiway Kilo (2,900 feet from the approach end of runway 29L). As the aircraft was clearing Kilo, it rolled over a lip at the edge of the taxiway. The aircraft dropped about 1 foot onto the ramp area collapsing the nose gear and damaging the prop, engine mounts, and firewall.

Surface winds were variable at 4 knots.

The pilot's logbook reflected that he had received dual instruction in short field takeoffs on April 8 and 10, 2000.

Pilot Information

Certificate:	Student	**Age:**	34,Male
Airplane Rating(s):	None	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 1 Without waivers/limitations	**Last FAA Medical Exam:**	March 28, 2000
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	13 hours (Total, all aircraft), 13 hours (Total, this make and model), 13 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N2500T
Model/Series:	PA-38-112 PA-38-112	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	38-78A 0817
Landing Gear Type:	Tricycle	**Seats:**	2
Date/Type of Last Inspection:	March 15, 2000 Annual	**Certified Max Gross Wt.:**	1670 lbs
Time Since Last Inspection:	50 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	11021 Hrs	**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	O-235-L2C
Registered Owner:	GOLDEN EAGLE ENTERPRISES, INC.	**Rated Power:**	112 Horsepower
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	FAT	**Distance from Accident Site:**	
Observation Time:	08:55 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	Broken / 20000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	4 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.09 inches Hg	**Temperature/Dew Point:**	19°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FRESNO, CA (FAT)	**Type of Flight Plan Filed:**	None
Destination:	FRESNO, CA	**Type of Clearance:**	VFR
Departure Time:	10:30 Local	**Type of Airspace:**	Class C

Airport Information

Airport:	Fresno Airport FAT	**Runway Surface Type:**	Concrete
Airport Elevation:	336 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	29L	**IFR Approach:**	None
Runway Length/Width:	7206 ft / 100 ft	**VFR Approach/Landing:**	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	36.776111,-119.719169

Administrative Information

Investigator In Charge (IIC):	Crispin, Robert
Additional Participating Persons:	JIM SHAMP; FRESNO FSDO; FRESNO, CA
Original Publish Date:	December 6, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48930