



Aviation Investigation Final Report

Location:	Carthage, Mississippi	Accident Number:	MIA04CA091
Date & Time:	May 29, 2004, 14:30 Local	Registration:	N2484A
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 stated he over flew the airport prior to landing and noted the wind was directly down runway 17. His approach to runway 17 was good with touchdown occurring on the centerline at 60 knots. Just as he touched down, a gust of wind from 260 degrees blew him into a ravine adjacent to the left side of the runway. A downdraft in the ravine forced the airplane into the ground incurring substantial damage. The student pilot did not report any mechanical failures or malfunctions to the airplane or any of its systems prior to the accident. A METAR weather observation taken 24 minutes after the accident from the Jackson International Airport (JAN) indicates that the wind was variable at 5 knots gusting to 15 knots. The JAN airport is located approximately 39 nautical miles and 223 degrees from the accident airport.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the student pilot to maintain control of the airplane resulting in the airplane departing the runway and impacting with terrain. A factor related to this accident was the student pilot's lack of total flight experience.

Findings

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

Findings

1. WEATHER CONDITION - GUSTS
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

3. TERRAIN CONDITION - RAVINE

Factual Information

On May 29, 2004, approximately 1430 central daylight time, a Piper PA-38-112, N2484A, registered to and operated by a private individual, departed the runway on landing and impacted terrain at Carthage-Leake County Airport, Carthage, Mississippi. Visual meteorological conditions prevailed, and no flight plan was filed for the 14 CFR Part 91 instructional flight. The airplane was substantially damaged, and the student pilot reported no injuries. The flight had originated from Raymond, Mississippi, at 1300 that same day.

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Student pilot Information

Certificate:	Student	Age:	62, 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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 25, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	52 hours (Total, all aircraft), 30 hours (Total, this make and model), 22 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2484A
Model/Series:	PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	38-78A0708
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	October 14, 2003 Annual	Certified Max Gross Wt.:	1644 lbs
Time Since Last Inspection:	47 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1050 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	James R. Richardson	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:	JAN	Distance from Accident Site:	
Observation Time:	14:54 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 4100 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	31°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Raymond , MS (M16)	Type of Flight Plan Filed:	None
Destination:	Carthage, MS (08M)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Carthage-Leake County 08M	Runway Surface Type:	Asphalt
Airport Elevation:	454 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Unknown

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:	32.761112,-89.529998

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Robert F Mahaffey
Original Publish Date:	September 29, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=59368

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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](#).