



Aviation Investigation Final Report

Location:	St. Petersburg, Florida	Accident Number:	ERA11LA438
Date & Time:	August 3, 2011, 11:11 Local	Registration:	N8314Y
Aircraft:	Piper PA-30	Aircraft Damage:	Substantial
Defining Event:	Abrupt maneuver	Injuries:	1 Serious, 4 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the takeoff roll, with the flaps extended, the pilot over-rotated the airplane when it reached an airspeed of 85 mph. He retracted the landing gear, the airspeed decreased to 69 mph, and the airplane stalled. The left wing dropped, the pilot lowered the nose of the airplane, and it collided with the ground resulting in substantial damage to the airframe. The pilot stated there were no mechanical malfunctions or anomalies with the airplane. Visual examination of the airplane verified the pilot's statement. The flight manual for the airplane indicated the airplane will stall at 69 mph with the landing gear and flaps extended.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper rotation during takeoff, resulting in a stall and subsequent collision with the ground.

Findings

Aircraft	Pitch control - Incorrect use/operation
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Takeoff	Abrupt maneuver (Defining event)
Takeoff	Aerodynamic stall/spin
Uncontrolled descent	Collision with terr/obj (non-CFIT)

On August 3, 2011, about 1111 eastern daylight time, a Piper PA-30, N8314Y, registered to a private owner, collided with the ground during initial takeoff climb from Albert Whitted Airport (SPG), St. Petersburg, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The personal flight was operated under the provisions of 14 Code of Federal Regulations Part 91. The airplane received structural damage to the left wing and airframe. The certificated commercial pilot and three passenger reported minor injuries. One passenger received serious injuries. The flight originated from SPG, en-route to Key West International Airport (EYW) Key West, Florida at 1110.

The pilot stated upon reaching 85 mph, he over-rotated the airplane and retracted the landing gear. He did not retract the flaps. The airspeed decreased to 69 mph, and the airplane entered an accelerated stall. The left wing dropped down, and he immediately lowered the nose and leveled the wings. He lost directional control of the airplane and it collided with the ground. He further stated there were no mechanical problems with the airplane before the accident.

Review of the Federal Aviation Administration (FAA) approved Flight Manual for the Piper PA-30 revealed in Section I, Limitations, that the stalling speed with the landing gear and flaps up is 76 mph. With the landing gear and flaps down the stalling speed is 69 mph.

Visual examination of the airframe, flight controls, engine assembly and accessories by an FAA inspector revealed no anomalies with the airplane.

Pilot Information

Certificate:	Commercial	Age:	31, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 None	Last FAA Medical Exam:	May 19, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 4, 2011
Flight Time:	550 hours (Total, all aircraft), 240 hours (Total, this make and model), 485 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 76 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8314Y
Model/Series:	PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-1454
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	April 14, 2011 100 hour	Certified Max Gross Wt.:	3725 lbs
Time Since Last Inspection:	102 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3468 Hrs	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	IO-320 SERIES
Registered Owner:	Erett Jay Bozarth	Rated Power:	150 Horsepower
Operator:	Erett Jay Bozarth	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SPG,7 ft msl	Distance from Accident Site:	
Observation Time:	11:14 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	31°C / 26°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	St. Petersburg, FL (SPG)	Type of Flight Plan Filed:	None
Destination:	Key West, FL (EYW)	Type of Clearance:	None
Departure Time:	11:10 Local	Type of Airspace:	Class D

Airport Information

Airport:	Albert Whitted Airport SPG	Runway Surface Type:	Asphalt
Airport Elevation:	7 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3677 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 4 Minor	Latitude, Longitude:	27.768611,-82.628051

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	Robert Blake; FAA Tampa FSDO; Tampa, FL
Original Publish Date:	October 17, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=81373

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