



Aviation Investigation Final Report

Location:	LAFAYETTE, Georgia	Accident Number:	ATL90LA021
Date & Time:	October 28, 1989, 16:40 Local	Registration:	N2412N
Aircraft:	PIPER PA-38	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE TAXIING FOR TAKEOFF, PILOT ALLOWED LEFT WHEEL TO DROP OFF PAVEMENT. DURING TAKEOFF ROLL, AIRCRAFT VEERED LEFT, WENT OFF THE RUNWAY AND COLLIDED WITH A DITCH ABOUT 600 FEET FROM THE BEGINNING OF THE TAKEOFF ROLL. POST-CRASH EXAMINATION OF THE AIRPLANE BY AN FAA CERTIFIED MECHANIC REVEALED THE LEFT BRAKE ROTOR HAD BEEN DAMAGED WHEN THE WHEEL DROPPED OFF THE PAVEMENT, WHICH CAUSED THE BRAKE TO DRAG.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ABORT THE TAKEOFF, WHEN THE AIRPLANE BEGAN TO VEER LEFT DURING THE TAKEOFF ROLL. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S FAILURE TO INSPECT THE AIRPLANE WHEEL FOR DAMAGE AFTER IT DROPPED OFF THE RUNWAY DURING TAXI.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. TERRAIN CONDITION - RUNWAY
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

3. LANDING GEAR,NORMAL BRAKE SYSTEM - BENT

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

- 4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 - 5. (C) ABORT - DELAYED - PILOT IN COMMAND
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

- 6. TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land	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--no waivers/lim.	Last FAA Medical Exam:	September 12, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	84 hours (Total, all aircraft), 4 hours (Total, this make and model), 43 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2412N
Model/Series:	PA-38 PA-38	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-79A0829
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 20, 1989 Annual	Certified Max Gross Wt.:	1640 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2A
Registered Owner:	COHUTTA AVIATION, INC.	Rated Power:	112 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	BARWICK LAFAYETTE 9A5	Runway Surface Type:	Asphalt
Airport Elevation:	777 ft msl	Runway Surface Condition:	Dry
Runway Used:	2	IFR Approach:	None
Runway Length/Width:	4270 ft / 50 ft	VFR Approach/Landing:	None

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:	34.699707,-85.280792(est)

Administrative Information

Investigator In Charge (IIC):	Strickland, Scott
Additional Participating Persons:	LARRY PAYNE; ATLANTA , GA
Original Publish Date:	June 26, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8177

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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](#).