



Aviation Investigation Final Report

Location:	Gila Bend, Arizona	Accident Number:	GAA17CA189
Date & Time:	March 11, 2017, 19:00 Local	Registration:	N288PA
Aircraft:	Piper PA 28	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that he and two student pilots were on a night, visual flight rules, instructional flight. The instructor tried to activate the pilot-controlled lighting at the destination airport, but he believed that it was inoperative. He reported that he could see the wind sock on the airfield but that he did not see the "X" near the runway numbers and performed a touch and go. During rotation the instructor reported that, "I heard a red cone make impact with the nose gear section." He had to apply continuous forward pressure to the yoke because the nose continued to pitch up with the trim set to the full-down position. He asserted that the flight characteristics were "acceptable" and continued the flight about 47 nautical miles to their home airport. Upon arrival, the instructor alerted the tower that he had a stabilator malfunction and landed the airplane with zero flaps. The instructor reported that he did not check the notices to airmen (NOTAM). The airplane sustained substantial damage to the stabilator.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

According to Federal Aviation Administration NOTAM 03/058, the airport runways were closed at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The flight instructor's failure to review the notices to airmen related to the airport, which resulted in his landing on a closed runway and the airplane striking runway closed markers.

Findings

Personnel issues	Flight planning/navigation - Instructor/check pilot
Personnel issues	Incorrect action performance - Instructor/check pilot
Environmental issues	Sign/marker - Effect on equipment

Factual Information

History of Flight

Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)
Takeoff	Collision during takeoff/land (Defining event)

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	25, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	None
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	September 22, 2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 390 hours (Total, all aircraft), 140 hours (Total, this make and model), 320 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	24, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	None
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 27 hours (Total, all aircraft), 27 hours (Total, this make and model), 27 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:	Student	Age:	
Airplane Rating(s):	None	Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	None
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N288PA
Model/Series:	PA 28 181	Aircraft Category:	Airplane
Year of Manufacture:	2002	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2843502
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 9, 2017 AAIP	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	16919 Hrs	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O-360-A4M
Registered Owner:	BIRD ACQUISITION LLC	Rated Power:	180 Horsepower
Operator:	BIRD ACQUISITION LLC	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KBXK,1021 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	01:55 Local	Direction from Accident Site:	359°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	25°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHANDLER, AZ (CHD)	Type of Flight Plan Filed:	VFR
Destination:	Gila Bend, AZ (E63)	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	GILA BEND MUNI E63	Runway Surface Type:	Asphalt
Airport Elevation:	788 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	5200 ft / 75 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	32.960277,-112.673614

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Daniel K Gilligan; FAA; Scottsdale , AZ
Original Publish Date:	September 22, 2017
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=94875

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