



National Transportation Safety Board Aviation Accident Final Report

Location:	DECATUR, AL	Accident Number:	ATL96LA002
Date & Time:	10/02/1995, 1730 EDT	Registration:	N152ND
Aircraft:	SOCATA TB-9	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The student pilot reported that he lost directional control of the airplane during an aborted touch and go attempt. The directional control problem was compounded when the throttle knob came off of the throttle control as the student attempted to reduce engine power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's failure to maintain directional control during an aborted takeoff attempt. A factor was the stripped throttle knob threads.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - ABORTED

Findings

2. (F) THROTTLE/POWER LEVER - STRIPPED THREAD

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: TAKEOFF - ABORTED

Findings

3. LANDING GEAR,NOSE GEAR - OVERLOAD

Factual Information

On October 2, 1995, at 1730 central daylight time, a Socata TB-9, N152ND, nose gear collapsed after the student pilot lost control of the airplane during the go phase of a touch and go landing at Pryor Field in Decatur, Alabama. The supervised solo flight operated under the provisions of 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane was substantially damaged, and the student pilot was not injured. The flight departed Huntsville, Alabama, at 1700 hours.

According to the student pilot, this was his second supervised solo flight. He had completed one touchdown, and was on the go phase of the first of a series of touch and go landings. As the airplane accelerated for the takeoff, the airplane veered off the left side of runway 18. When the student pilot attempted to regain control of the airplane, the throttle knob came off the throttle control lever.

The student pilot did not report a mechanical problem with the airplane. Examination of the airplane also failed to disclose a mechanical problem. This aircraft is equipped with an arm type throttle control lever; the throttle lever was still fully operational without the knob assembly.

Pilot Information

Certificate:	Student	Age:	35, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	08/22/1995
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	32 hours (Total, all aircraft), 32 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SOCATA	Registration:	N152ND
Model/Series:	TB-9 TB-9	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1201
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	09/08/1995, Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	33 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2276 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-320-D2A
Registered Owner:	UNIVERSITY OF NORTH DAKOTA	Rated Power:	160 hp
Operator:	UNIVERSITY OF NORTH DAKOTA	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HSV, 758 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	1956 CDT	Direction from Accident Site:	75°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 6000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 19°C
Precipitation and Obscuration:			
Departure Point:	HUNTSVILLE, AL (HSV)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1700 CDT	Type of Airspace:	Class G

Airport Information

Airport:	PRYOR FIELD (DCU)	Runway Surface Type:	Asphalt
Airport Elevation:	592 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5096 ft / 150 ft	VFR Approach/Landing:	Touch and Go

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	04/01/1996
Additional Participating Persons:	MIKE MORGAN; BIRMINGHAM, AL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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