



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	HOUSTON, TX	<b>Accident Number:</b>	DEN99LA095
<b>Date &amp; Time:</b>	06/03/1999, 1730 CDT	<b>Registration:</b>	N4273E
<b>Aircraft:</b>	Piper PA-38-112	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

While conducting a visual approach to land in gusting crosswinds, the dual student failed to maintain control of the aircraft. The flight instructor, who had 25 hours flight experience as an instructor, attempted to perform a go-around and the aircraft impacted the ground beside the runway of intended landing.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Inadequate remedial action by the pilot in command (CFI) after the student failed to maintain control of the aircraft during the final stages of a visual approach to land. Factors were gusting crosswinds and the flight instructor's lack of total instructional experience.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. AIRCRAFT CONTROL - NOT MAINTAINED - DUAL STUDENT
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND(CFI)
5. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
6. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)

## Factual Information

On June 3, 1999, at 1730 central daylight time, a Piper PA-38-112, N4273E, sustained substantial damage when it impacted the ground during a go-around at May Field, Houston, Texas. The certified flight instructor and his student were not injured. Visual meteorological conditions prevailed for this local area instructional flight operating under Title 14 CFR Part 91 and no flight plan was filed. The flight originated from David Wayne Hooks Field, Spring, Texas, at 1620.

According to the flight instructor, the student was flying and a crosswind caused him to lose control. During the attempted go-around, the aircraft struck the ground.

The flight instructor reported he had 365 hours total flight experience with 25 hours as a flight instructor and 24 hours as a flight instructor in the accident make and model aircraft.

The student reported he had 160 hours total flight experience with 17 hours in the accident make and model aircraft and 4 hours as pilot in command in the accident make and model.

The closest weather reporting station was at David Wayne Hooks Field, Spring, Texas located approximately 4 miles from the accident site. Weather at that facility at 1753 indicated the winds were from 160 degrees at 10 knots with no gusts reported. The flight instructor reported the winds at May Field were from 230 degrees at 10 with gusts to 20 at the time of the accident. Both the instructor and the weather station indicated there were scattered clouds at 4,000 to 5,000 feet.

The landing was being made on runway 17.

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/10/1998
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	365 hours (Total, all aircraft), 25 hours (Total, this make and model), 200 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4273E
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	38-78A0518
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	02/24/1999, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	73 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7122 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	AVIONES, INC.	Rated Power:	112 hp
Operator:	MOONSTAR FLIGHT ACADEMY	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DWH, 150 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	1253 CDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32° C / 32° C
Precipitation and Obscuration:			
Departure Point:	SPRING, TX (DWH)	Type of Flight Plan Filed:	None
Destination:	(2XS3)	Type of Clearance:	None
Departure Time:	1620 CDT	Type of Airspace:	Class E

## Airport Information

Airport:	HOUSTON - MAY (2XS3)	Runway Surface Type:	Asphalt
Airport Elevation:	166 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	VOR
Runway Length/Width:	3440 ft / 50 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	NORMAN F WIEMEYER	Report Date:	04/25/2001
Additional Participating Persons:	DAVID MILLER; HOUSTON, TX		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).