



National Transportation Safety Board Aviation Accident Final Report

Location:	STEENS, MS	Accident Number:	MIA00LA182
Date & Time:	06/01/2000, 1215 CDT	Registration:	N9423T
Aircraft:	Piper PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The airplane was seen high and fast on the approach to runway 36, which was 1,400 feet long. A witness said the airplane landed about halfway down the runway, departed the end of the runway, and impacted with trees. The flight instructor (CFI) stated, that the student was at the controls and had turned base leg. The CFI stated, '...I assisted him to final leg he was fast and high. I took over the control [and landed [on the] first 1/3 [of the runway] but I was fast [and] ran out the runway length.' The FAA reported, that the pilot 'landed long' on a short grass field and 'failed to stop' the aircraft before impacting trees.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the flight instructor failed to maintain control of the airplane after landing, which resulted in an on ground collision with a tree. Factors in this accident were the flight instructor allowed the student to get too fast and high on the approach.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. (F) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND(CFI)
2. (F) AIRSPEED(VREF) - EXCESSIVE - PILOT IN COMMAND(CFI)
3. (F) ALTITUDE - EXCESSIVE - PILOT IN COMMAND(CFI)
4. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND(CFI)
5. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
6. OBJECT - TREE(S)

Factual Information

On June 1, 2000, about 1215 central daylight time, a Piper PA-38-112, N9423T, registered to a private individual impacted with trees after landing at Hopper Field near Steens, Mississippi. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 instructional flight. The airplane received substantial damage. The commercial-rated pilot/certified flight instructor (CFI) reported serious injuries. The student pilot reported no injuries. The flight departed from Fayette, Alabama, at 1100 en route to Steen, Mississippi.

According to the airport manager, who witnessed the accident, the airplane was high and fast on the approach to runway 36, which was 1,400 feet long. The witness said the airplane landed about halfway down the runway, departed the end of the runway, and impacted with trees.

The CFI stated, "...student... turned base leg I assisted him to final leg he was fast and high. I took over the control [and] landed [on the] first 1/3 [of the runway] but I was fast [and] ran out the runway length."

The student pilot stated, "...the third approach was also 900 feet, I asked for a go or no go, [the CFI] told me he had it I thought he was going to make a lower approach for a better look then go around and line up on final at a lower altitude. The approach seemed a little high, and a slight wind out of the south could have been a factor. Our speed on final seemed a little high. Initial touchdown was about 100-150 feet from the end of the runway...the airplane developed lift and flew another 100 feet before touchdown. At this point [the CFI] applied the brakes with full pressure, then completely locked a few seconds later. Speed was still excessive at this point with only 300 feet of runway left...our speed seemed to be about 50-60 mph."

The FAA inspector stated on his report, "...pilot landed long on a short grass field and failed to stop the aircraft before impacting trees."

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	38, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/16/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1600 hours (Total, all aircraft), 45 hours (Total, this make and model), 1132 hours (Pilot In Command, all aircraft), 193 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9423T
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	38-78A0100
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2200 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	RICHARD K. BUTZ	Rated Power:	112 hp
Operator:	RICHARD K. BUTZ	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GTR, 264 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1355 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	8 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26° C / 18° C
Precipitation and Obscuration:			
Departure Point:	FAYETTE, AL (M95)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1100 CDT	Type of Airspace:	

Airport Information

Airport:	HOPPER FIELD (29M)	Runway Surface Type:	Grass/turf
Airport Elevation:	300 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1400 ft / 110 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ALAN J YURMAN	Report Date:	04/25/2001
Additional Participating Persons:	HARRY MCGEE; JACKSON, MS		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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