



National Transportation Safety Board Aviation Accident Final Report

Location:	GRAND PRAIRIE, TX	Accident Number:	FTW88LA086
Date & Time:	04/01/1988, 1845 CST	Registration:	N9213T
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE STUDENT PILOT LOST DIRECTIONAL CONTROL ON THE TAKEOFF GROUND RUN AND THE AIRCRAFT WAS DAMAGED AFTER IT RAN OFF THE RUNWAY. THE REPORTED WEATHER SHOWED A 90 DEGREE LEFT CROSSWIND AT 12 KNOTS VELOCITY WITH GUSTS TO 20 KNOTS. THE PLT DID NOT FILE AN ACC REPORT. THE FLT TIME RECORDED IS THAT REPORTED ON HIS LAST MEDICAL APPLICATION, NOT NECESSARILY HIS TOTAL FLT TIME AT THE TIME OF THE ACC. HIS LAST MEDICAL WAS ON 3/4/88.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

Pilot Information

Certificate:	Student	Age:	31, 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:	03/04/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9213T
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	38-78A0277
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:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235-L2C
Registered Owner:	STEVEN C. BURNSTEIN	Rated Power:	112 hp
Operator:	STEVEN C. BURNSTEIN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	NBE, 491 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1855 CST	Direction from Accident Site:	45°
Lowest Cloud Condition:	Scattered / 8000 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C / 1° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1845 CST	Type of Airspace:	Class G

Airport Information

Airport:	GRAND PRAIRIE MUNICIPAL (F67)	Runway Surface Type:	Concrete
Airport Elevation:	590 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	None

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):	J O JOHNSON	Report Date:	09/11/1989
Additional Participating Persons:	W H HOLSCLAW; DALLAS, 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).