



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PALMETTO, FL	<b>Accident Number:</b>	MIA89LA143
<b>Date &amp; Time:</b>	05/01/1989, 1115 EDT	<b>Registration:</b>	N9306T
<b>Aircraft:</b>	PIPER PA-38-112	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

WHILE EXECUTING A PRECAUTIONARY LANDING DUE TO PLT REPORTED RADIO FAILURE, THE PLT ATTEMPTED TO LAND WITH A RIGHT QUARTERING TAILWIND. THE ACFT TOUCHED DOWN IN A FIELD 750 FT PAST THE DEPARTURE END OF THE INTENDED RWY, TRAVELLED ABOUT 800 FT, THEN NOSED OVER AFTER TRAVELLING INTO A DITCH. THE RADIO OPERATIONALLY CHECKED GOOD. THERE WAS NO FAILURE NOR MALFUNCTION OF THE AIRCRAFT FLIGHT CONTROLS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S SELECTION OF THE WRONG RUNWAY FOR LANDING ALONG WITH FAILURE TO ATTAIN A PROPER POINT OF TOUCHDOWN AND THE FAILURE TO PERFORM A GO-AROUND.

## Findings

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Occurrence #1: OVERRUN

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DITCH

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Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/25/1989
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	167 hours (Total, all aircraft), 89 hours (Total, this make and model), 111 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N9306T
<b>Model/Series:</b>	PA-38-112 PA-38-112	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	38-78A0016
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	03/24/1989, 100 Hour	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	58 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3182 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	VANDENBERG AIRPORT, INC	<b>Rated Power:</b>	112 hp
<b>Operator:</b>	VANDENBERG AIRPORT, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SRQ, 28 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	1045 EDT	Direction from Accident Site:	187°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 26° C
Precipitation and Obscuration:			
Departure Point:	PUNTA GORDA, FL (PGD)	Type of Flight Plan Filed:	None
Destination:	TAMPA, FL (X16)	Type of Clearance:	None
Departure Time:	1000 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	MANATEE (48X)	Runway Surface Type:	Grass/turf
Airport Elevation:	27 ft	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	3200 ft	VFR Approach/Landing:	Precautionary Landing; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	08/22/1990
Additional Participating Persons:			
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:pubinq@ntsb.gov">pubinq@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](#).