



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GERLACH, NV	<b>Accident Number:</b>	SEA89LA077
<b>Date &amp; Time:</b>	05/01/1989, 1300 PDT	<b>Registration:</b>	N4439E
<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

THE INSTRUCTOR PLT (CFI) ELECTED TO DEMONSTRATE A SOFT FIELD LANDING AT AN UNIMPROVED RANCH STRIP. AS HE WAS ABOUT TO LAND, HE SAW MOUNDS OF SOFT DIRT ON THE STRIP & INCREASED POWER TO 'CARRY THE GLIDE BEYOND THEM.' SUBSEQUENTLY, HE REALIZED THERE WAS INSUFFICIENT RWY REMAINING TO COMPLETE THE LANDING, SO HE INITIATED A GO-AROUND. HE APPLIED FULL POWER & RAISED THE ACFT'S NOSE TO CLEAR A FENCE, BUT THE ACFT LOST FLYING SPEED & SETTLED INTO A FIELD BEYOND THE LANDING AREA. THE LANDING GEAR THEN HIT AN IRRIGATION PIPE & WAS DAMAGED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A DELAY BY THE PILOT IN ABORTING THE LANDING AND HIS FAILURE TO ASSURE SUFFICIENT AIRSPEED FOR THE GO-AROUND (ABORTED LANDING). A FACTOR RELATED TO THE ACCIDENT WAS: THE UNSUITABLE LANDING AREA THAT WAS SELECTED BY THE PILOT.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - ABORTED

### Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND(CFI)
3. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND(CFI)
4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. STALL/MUSH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/06/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	831 hours (Total, all aircraft), 22 hours (Total, this make and model), 691 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N4439E
<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>	Utility	<b>Serial Number:</b>	78A0604
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	03/27/1989, Annual	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	9 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2008 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	EUGENE E. PHEBUS	<b>Rated Power:</b>	112 hp
<b>Operator:</b>	EUGENE E. THEBUS	<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:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 7000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	RENO, NV (45D)	Type of Flight Plan Filed:	None
Destination:	(RNO)	Type of Clearance:	None
Departure Time:	1200 PDT	Type of Airspace:	Class G

## Airport Information

Airport:	SPOO RANCH STRIP	Runway Surface Type:	Dirt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2500 ft / 150 ft	VFR Approach/Landing:	Go Around

## 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):	H D DAILY	Report Date:	01/22/1991
Additional Participating Persons:	EARL MORGAN; RENO, NV		
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> .		

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](#).