



National Transportation Safety Board Aviation Accident Data Summary

Location:	GERLACH, NV	Accident Number:	SEA89LA077
Date & Time:	05/01/1989, 1300 PDT	Registration:	N4439E
Aircraft:	PIPER PA-38-112	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

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

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

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

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	34
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Glider	Instructor Rating(s):	Airplane Single-engine
Flight Time:	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

Aircraft Make:	PIPER	Registration:	N4439E
Model/Series:	PA-38-112 PA-38-112	Engines:	1 Reciprocating
Operator:	EUGENE E. THEBUS	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	21 °C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	RENO, NV (45D)	Destination:	(RNO)

Airport Information

Airport:	SPOO RANCH STRIP	Runway Surface Type:	Dirt
Runway Used:	18	Runway Surface Condition:	Dry
Runway Length/Width:	2500 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): H D DAILY Adopted Date: 01/22/1991

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.