



National Transportation Safety Board Aviation Accident Final Report

Location:	KRUM, TX	Accident Number:	FTW83LA214
Date & Time:	05/01/1983, 1615 CDT	Registration:	N2495K
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE ACFT COLLIDED WITH THE GROUND DURING A SIMULATED FORCED LANDING AND GO-AROUND. THE ACFT'S LEFT MAIN LANDING GEAR WAS SHEARED AND THE LEFT WING DRAGGED DURING GROUND CONTACT. THE CFI HAD GIVEN THE STUDENT A SIMULATED FORCED LANDING DURING THE APPROACH AND SINCE THE STUDENT WAS NOT MAKING THE INTENDED LANDING AREA A GO-AROUND WAS INITIATED. AS THE ACFT WAS CLIMBING THROUGH 1100 FT POWER WAS AGAIN CUT OFF FOR A LANDING. THE STUDENT DID NOT REACT PROMPTLY AND ACFT ENTERED AN EXCESSIVE RATE OF DESCENT WHICH WAS NOT CORRECTED BEFORE CONTACT EVEN THOUGH THE CFI HAD ORDERED A 2ND GO-AROUND.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) TERRAIN CONDITION - CROP
2. (F) PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND(CFI)
3. (C) LACK OF RECENT TOTAL EXPERIENCE - DUAL STUDENT
4. (C) PROPER DESCENT RATE - EXCEEDED - DUAL STUDENT
5. (C) GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (F) LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

Occurrence #3: DRAGGED WING,ROTOR,POD,FLOAT OR TAIL/SKID
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	29, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/13/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1417 hours (Total, all aircraft), 603 hours (Total, this make and model), 1213 hours (Pilot In Command, all aircraft), 113 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2495K
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	38-79A066
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:	2638 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	DEREK R. WHITE	Rated Power:	112 hp
Operator:	DEREK R. WHITE	Operating Certificate(s) Held:	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:	Unknown / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23° C / 8° C
Precipitation and Obscuration:			
Departure Point:	FORT WORTH, TX (FTW)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1540 CDT	Type of Airspace:	Class G

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):	T. D MCFALL	Report Date:	
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 pubinquiry@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](#).