



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Chandler, AZ	<b>Accident Number:</b>	LAX03LA103
<b>Date &amp; Time:</b>	03/01/2003, 1100 MST	<b>Registration:</b>	N62712
<b>Aircraft:</b>	Piper PA-18-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The airplane collided with obstacles during an aborted takeoff from a private dirt strip that was 2,500 feet long. During the instructional flight, the instructor and student were practicing touch-and-go takeoffs and landings. On the third touch-and-go, the instructor felt that they did not have enough power to clear trees at the end of the runway. He aborted the takeoff and the airplane went off the end of the runway and into heavy brush and small trees. The Federal Aviation Administration inspector examined the engine and airframe, and noted no mechanical malfunctions.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the CFI's inadequate supervision and delayed decision to abort the takeoff resulted in the runway overrun.

## Findings

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Occurrence #1: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

Findings

1. TERRAIN CONDITION - SHORT RUNWAY/LANDING AREA
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND(CFI)

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - TREE(S)
5. TERRAIN CONDITION - HIGH VEGETATION

## Factual Information

On March 1, 2003, about 1100 mountain standard time, a Piper PA-18-150, N62712, collided with obstacles during an aborted takeoff from a private dirt strip near Chandler, Arizona. Chandler Air Service operated the airplane under the provisions of 14 CFR Part 91. The certified flight instructor (CFI) and student pilot were not injured. The airplane was substantially damaged. Visual meteorological conditions prevailed, and no flight plan had been filed. The instructional flight departed Chandler about 1030.

In a written statement, the CFI stated that while executing a touch-and-go, the airplane didn't feel like it was getting full power, and he elected to abort the takeoff. The airplane overran the runway that was 2,500 feet long, and went into desert terrain, colliding with bushes and small trees.

Examination of the airplane by Federal Aviation Administration inspectors revealed no discrepancies with the airframe or the engine.

## Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<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 Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/01/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	11/01/2002
<b>Flight Time:</b>	1500 hours (Total, all aircraft), 220 hours (Total, this make and model), 1200 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Student Pilot Information

Certificate:	None	Age:	, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

## Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N62712
Model/Series:	PA-18-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-7809105
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	02/21/2003, 100 Hour	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	39 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1858 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320
Registered Owner:	Chandler Air Service	Rated Power:	160 hp
Operator:	Chandler Air Service	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CHD, 1243 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1047 MST	Direction from Accident Site:	30°
Lowest Cloud Condition:	Thin Broken / 10000 ft agl	Visibility	25 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	8° C / 6° C
Precipitation and Obscuration:			
Departure Point:	Chandler, AZ (KCHD)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1030 MST	Type of Airspace:	Class E

## Airport Information

Airport:	Gila Farms (PVT)	Runway Surface Type:	Dirt
Airport Elevation:	1250 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2500 ft / 100 ft	VFR Approach/Landing:	Touch and Go

## 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:	33.266667, -111.800000

## Administrative Information

Investigator In Charge (IIC):	GEORGE E PETERSON	Report Date:	10/28/2004
Additional Participating Persons:	Joe Remington; Federal Aviation Administration; Scottsdale, AZ		
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](#).