



National Transportation Safety Board Aviation Accident Data Summary

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

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

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

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)
-

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

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

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	29
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	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:	
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N62712
Model/Series:	PA-18-150	Engines:	1 Reciprocating
Operator:	Chandler Air Service	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320
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:	CHD, 1243 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	8°C	Visibility	25 Miles
Precipitation and Obscuration:			
Departure Point:	Chandler, AZ (KCHD)	Destination:	

Airport Information

Airport:	Gila Farms (PVT)	Runway Surface Type:	Dirt
Runway Used:	17	Runway Surface Condition:	Dry
Runway Length/Width:	2500 ft / 100 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:	33.266667, -111.800000		

Administrative Information

Investigator In Charge (IIC): GEORGE E PETERSON Adopted Date: 10/28/2004

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.