



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|---|-------------------------|-----------------|
| Location: | Barnesville, GA | Accident Number: | ERA19LA052 |
| Date & Time: | 11/17/2018, 1112 EST | Registration: | N111TA |
| Aircraft: | Piper PA28 | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control in flight | Injuries: | 2 Minor, 2 None |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Analysis

The flight instructor reported that the student pilot was taking off for an instructional flight from an upsloping, 3,000-ft-long turf runway with 7- to 8-knot headwinds. The airspeed reached 65 knots and was increasing at the predesignated decision point, which was about 60% of the runway length. After takeoff, the airplane unexpectedly banked left. The student called out that the flight controls were not responding, and the instructor simultaneously took the controls. Realizing that the airplane would not clear trees at the departure end of the runway, the instructor chose to land the airplane straight ahead and aim it between trees. The airplane touched down about 200 ft before the trees and traveled forward until it struck several of them, which resulted in substantial damage to the airframe.

Postaccident examination of the airframe and engine did not reveal evidence of any preaccident mechanical malfunctions or failures that would have precluded normal operation. Further, flight control continuity was confirmed from the flight control surfaces to the cockpit controls. Given that no mechanical anomalies were found during postaccident examination of the airframe, it is likely that the student failed to maintain airplane control during takeoff and that the flight instructor's delayed remedial action resulted in the subsequent off-runway landing.

Probable Cause and Findings

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

The student pilot's failure to maintain airplane control during takeoff and the flight instructor's delayed remedial action, which resulted in an off-runway landing and subsequent collision with trees.

Findings

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| Aircraft | Performance/control parameters - Not attained/maintained (Cause) |
| Personnel issues | Aircraft control - Student pilot (Cause) Delayed action - Instructor/check pilot (Cause) |
| Environmental issues | Tree(s) - Effect on operation (Cause) |

Factual Information

On November 17, 2018, about 1112 eastern standard time, a Piper PA-28-180, N111TA, was substantially damaged after a collision with trees and terrain at Little Tobesofkee Creek Ranch Airport (GA86), Barnesville, Georgia. The flight instructor and student pilot incurred minor injuries, and two passengers were not injured. The airplane was operated by Clear Blue Sky Aviation LLC under the provisions of 14 *Code of Federal Regulations* Part 91. Visual meteorological conditions prevailed, and no flight plan was filed for the flight to Macon Downtown Airport (MCN), Macon, Georgia. The instructional flight that originating at the time of the accident.

The flight instructor reported that runway 35 was selected for the takeoff due to the prevailing wind out of the north at 7 to 8 kts. The student was at the controls for the takeoff. The takeoff was initiated and acceleration seemed normal, considering the runway upslope and 3,000 ft-long turf surface. The airspeed reached 65 kts and was increasing at the predesignated decision point, which was about 60% of the runway length. After takeoff, the airplane banked to the left unexpectedly. The instructor did not recall the stall warning light illuminating. The student called out a lack of responsiveness from the flight controls and the flight instructor simultaneously took the controls. The pilots realized that the airplane would not clear trees at the departure end of the runway, so the flight instructor elected to land the airplane straight ahead and aim it between the trees. The airplane touched down about 200 ft from the trees and continued until it struck several small trees and one large tree. The airplane came to a stop, the engine was secured, and the pilots and passengers egressed the airplane and were met by first responders.

An inspector with the Federal Aviation Administration responded to the accident site and examined the wreckage. The airplane crashed in a wooded area to the north of the airport boundary. Structural damage occurred to the wings and fuselage. There was no fire.

The wreckage was recovered to a salvage facility where a more detailed examination was performed. The fuselage was generally intact. Both wings were cut off near the wing roots by recovery personnel. The right wing exhibited leading edge crushing signatures from contact with trees. The aileron cables were cut by recovery personnel. The aileron cables were otherwise connected to the ailerons and the ailerons were connected to the attachment points on the wings. Aileron cable continuity was established from the cut ends at the wing roots to the control yokes. Elevator and rudder continuity were confirmed from the control surfaces to the cockpit controls. The vertical stabilizer, rudder, and stabilator were undamaged.

The engine remained attached to the firewall. The metal, fixed pitch propeller remained attached to the crankshaft. The engine crankshaft was turned through manually by turning the propeller. Internal engine continuity was confirmed. Compression and suction were observed on all cylinders. Valve action was normal on all cylinders. The engine contained oil. Both spark plugs were removed from each cylinder. They were normal in color and wear when compared to a Champion inspection chart. The carburetor was intact. The venturi and floats were in place and undamaged. The gascolator was drained and it contained about 1 oz of clean, blue-colored fuel. Both magnetos produced a visible spark at all leads when rotated.

The stall warning light operated normally when tested. The airplane was not equipped with a stall warning horn.

History of Flight

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| Initial climb | Loss of control in flight (Defining event) |
| Landing | Off-field or emergency landing Collision with terr/obj (non-CFIT) |

Flight Instructor Information

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| Certificate: | Airline Transport; Flight Instructor; Private | Age: | 60, Male |
| Airplane Rating(s): | Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea | Seat Occupied: | Right |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine; Instrument Airplane | Toxicology Performed: | No |
| Medical Certification: | Class 1 With Waivers/Limitations | Last FAA Medical Exam: | 01/09/2018 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | 04/27/2017 |
| Flight Time: | 5300 hours (Total, all aircraft), 600 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Student Pilot Information

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|---------------------------|--|-----------------------------------|----------|
| Certificate: | Student | Age: | 48, Male |
| Airplane Rating(s): | None | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | None None | Last FAA Medical Exam: | |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 12 hours (Total, all aircraft), 12 hours (Total, this make and model), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|----------------------------------|--------------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N111TA |
| Model/Series: | PA28 180 | Aircraft Category: | Airplane |
| Year of Manufacture: | 1966 | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 28-3746 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | 11/01/2018, Annual | Certified Max Gross Wt.: | 2400 lbs |
| Time Since Last Inspection: | 3 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 5400 Hours as of last inspection | Engine Manufacturer: | Lycoming |
| ELT: | C91 installed | Engine Model/Series: | O-360-A4A |
| Registered Owner: | On file | Rated Power: | 180 hp |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | KOPN, 796 ft msl | Distance from Accident Site: | 8 Nautical Miles |
| Observation Time: | 1115 EST | Direction from Accident Site: | 260° |
| Lowest Cloud Condition: | Clear | Visibility | 10 Miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | 10° | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 30.26 inches Hg | Temperature/Dew Point: | 15° C / 2° C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Barnesville, GA (GA86) | Type of Flight Plan Filed: | None |
| Destination: | Macon, GA (MAC) | Type of Clearance: | None |
| Departure Time: | 1112 EST | Type of Airspace: | Class G |

Airport Information

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|----------------------|--------------------------|---------------------------|------------|
| Airport: | Little Tobesofkee (GA86) | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 755 ft | Runway Surface Condition: | Dry |
| Runway Used: | 35 | IFR Approach: | None |
| Runway Length/Width: | 3000 ft / 100 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|-----------------|-----------------------------|-----------------------------|
| Crew Injuries: | 2 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 2 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | In-Flight and On-Ground |
| Total Injuries: | 2 Minor, 2 None | Latitude, Longitude: | 32.980000, -84.100000 (est) |

Administrative Information

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| Investigator In Charge (IIC): | Ralph E Hicks | Report Date: | 04/13/2020 |
| Additional Participating Persons: | Michael A Pupek; FAA/FSDO; Atlanta, GA | | |
| Publish Date: | 04/13/2020 | | |
| Note: | The NTSB did not travel to the scene of this accident. | | |
| Investigation Docket: | http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=98663 | | |

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](#).