



# Aviation Investigation Final Report

<b>Location:</b>	Point Lookout, Missouri	<b>Accident Number:</b>	GAA18CA516
<b>Date &amp; Time:</b>	August 25, 2018, 09:30 Local	<b>Registration:</b>	N7635F
<b>Aircraft:</b>	Piper PA28	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The student pilot reported that, during the landing roll, he inadvertently applied the left toe brake while attempting to apply left rudder. The airplane veered left, and he attempted to regain directional control, but the airplane exited the left side of the runway and collided with runway lighting before coming to a stop.

The airplane sustained substantial damage to the right wing.

The student reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The student pilot's inadvertent left brake application during the landing roll, which resulted in a runway excursion and collision with runway lights.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Aircraft</b>	Brake - Unintentional use/operation
<b>Personnel issues</b>	Use of equip/system - Student/instructed pilot
<b>Environmental issues</b>	Runway/taxi/approach light - Effect on equipment

## Factual Information

### History of Flight

Landing-landing roll	Miscellaneous/other
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	50,Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	September 8, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 28.7 hours (Total, all aircraft), 28.7 hours (Total, this make and model), 3.7 hours (Pilot In Command, all aircraft), 23.3 hours (Last 90 days, all aircraft), 7.8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7635F
<b>Model/Series:</b>	PA28 181	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1976	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	28-7790197
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 27, 2018 100 hour	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2838 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A4M
<b>Registered Owner:</b>		<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KBBG, 1303 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	14:48 Local	<b>Direction from Accident Site:</b>	166°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	8 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.09 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Point Lookout, MO (PLK )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Point Lookout, MO (PLK )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:20 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	M Graham Clark Downtown PLK	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	940 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	30	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3738 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	36.625831,-93.228889(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	David E Wood; FAA; Kansas City, MO
<b>Original Publish Date:</b>	September 26, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98181">https://data.nts.gov/Docket?ProjectID=98181</a>

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