



Aviation Investigation Final Report

Location:	Spanish Fork, Utah	Accident Number:	GAA18CA553
Date & Time:	September 13, 2018, 08:30 Local	Registration:	N7223J
Aircraft:	Piper PA28	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that, during takeoff, as the airplane reached rotation speed, the student took his feet off the rudder pedals. The airplane drifted left of the runway centerline, and the student then quickly placed his feet back on the pedals and pushed the right brake, which caused the airplane to veer right. The instructor, who did not have brakes on his side, applied left rudder, but the airplane departed the right side of the runway. He added that, during the runway excursion, he heard the tail dragging along the ground or striking bushes. Subsequently, the airplane aligned with the runway, but fearing damage to the tail, the instructor aborted the takeoff and landed the airplane on the side of the runway, and it struck large mounds of dirt and a ditch.

The airplane sustained substantial damage to both wings and the fuselage.

The flight instructor reported that there were no preaccident mechanical failures or malfunctions 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 failure to maintain the runway heading during takeoff and the flight instructor's decision to conduct primary flight instruction in an airplane without dual controls.

Findings

Aircraft	Heading/course - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot
Personnel issues	Decision making/judgment - Instructor/check pilot
Environmental issues	Sloped/uneven terrain - Contributed to outcome

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Attempted remediation/recovery
Takeoff	Runway excursion
Takeoff	Collision with terr/obj (non-CFIT)

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	28,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	February 21, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 19, 2017
Flight Time:	(Estimated) 888 hours (Total, all aircraft), 198 hours (Total, this make and model), 856 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	None	Age:	35,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 30, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7223J
Model/Series:	PA28 140	Aircraft Category:	Airplane
Year of Manufacture:	1968	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-24559
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-320-E3D
Registered Owner:		Rated Power:	150 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	KPVU,4497 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	22°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Spanish Fork, UT (SPK)	Type of Flight Plan Filed:	None
Destination:	Spanish Fork, UT (SPK)	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	SPANISH FORK ARPT SPRINGVILLE- SPK	Runway Surface Type:	Asphalt
Airport Elevation:	4529 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	6500 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	40.145,-111.666664(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Luke Watters; FAA; Salt Lake City, UT
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98295

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