



Aviation Investigation Final Report

Location:	Spokane, Washington	Accident Number:	GAA18CA575
Date & Time:	September 29, 2018, 10:00 Local	Registration:	N40825
Aircraft:	Piper PA28	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The noninstructor-rated pilot reported that he agreed to go flying with a student pilot in the student's airplane and act as pilot-in-command while seated in the right seat. During the approach to land with the student on the controls, the airplane was high, but with the "airfield made," the student selected full flaps. According to the pilot, the airplane "got slow and low," and the student initiated a go-around, during which, in a single motion, the pilot raised the flaps to the full-up position, and the airplane "struggled to fly and climb." Subsequently, the airplane impacted trees at the end of the runway and came to rest on its right side.

The pilot added that the Pilot's Operating Handbook states that the flaps should be retracted one notch at a time.

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

The pilot 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 pilot's improper retraction of the flaps during a go-around, which resulted in the airplane's failure to climb and its subsequent collision with trees.

Findings

Aircraft	Climb capability - Attain/maintain not possible
Aircraft	Trailing edge flaps - Incorrect use/operation
Personnel issues	Aircraft control - Pilot
Personnel issues	Incorrect action selection - Pilot
Environmental issues	Tree(s) - Effect on operation

Factual Information

History of Flight

Approach-VFR go-around	Miscellaneous/other
Approach-VFR go-around	Collision during takeoff/land (Defining event)

Pilot Information

Certificate:	Commercial	Age:	70,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 18, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 20, 2018
Flight Time:	(Estimated) 730 hours (Total, all aircraft), 197.8 hours (Total, this make and model), 580.7 hours (Pilot In Command, all aircraft), 15 hours (Last 30 days, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	42,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
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:	May 18, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 63.4 hours (Total, all aircraft), 9.8 hours (Total, this make and model), 8 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N40825
Model/Series:	PA28 140	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-7425174
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 6, 2017 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	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:	Day
Observation Facility, Elevation:	KGEG, 2365 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	335°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	13°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Spokane, WA (SFF)	Type of Flight Plan Filed:	None
Destination:	Cheney, WA (12WA)	Type of Clearance:	None
Departure Time:	09:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	FOWLERS NW 40 12WA	Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:	2313 ft msl	Runway Surface Condition:	Dry
Runway Used:	03	IFR Approach:	None
Runway Length/Width:	1550 ft / 200 ft	VFR Approach/Landing:	Forced landing;Go around

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	47.523612,-117.459167(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Doug Belcher; FAA; Spokane, WA
Original Publish Date:	April 8, 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=98401

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