



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	Murfreesboro, TN	<b>Accident Number:</b>	NYC08CA040
<b>Date &amp; Time:</b>	11/16/2007, 0850 CST	<b>Registration:</b>	N4396T
<b>Aircraft:</b>	Piper PA-28-140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

During an instructional flight the student pilot slipped the Piper PA-28-140 in order to lose altitude while on final approach for landing. After reaching a "reasonable approach altitude" the student then realigned the airplane and continued the final approach. During the flare, the student "flared way too much," and the airplane ballooned. The instructor then "grabbed" the controls and added full power in an attempt to recover. According to the instructor, the airplane was so close to the ground at this point that it did not have time to climb out. The instructor then "chose" to touchdown in the grass to the left of the runway, substantially damaging the airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's inadequate remedial action and failure to maintain runway alignment.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

1. DISTANCE/ALTITUDE - MISJUDGED - DUAL STUDENT
2. FLARE - IMPROPER - DUAL STUDENT
3. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
4. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. TERRAIN CONDITION - GRASS

## Factual Information

### Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	21, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	11/01/2007
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b> 05/01/2007		
<b>Flight Time:</b>	435 hours (Total, all aircraft), 233 hours (Total, this make and model), 370 hours (Pilot In Command, all aircraft), 69 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Student Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	03/01/2007
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	42 hours (Total, all aircraft), 42 hours (Total, this make and model), 6 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4396T
Model/Series:	PA-28-140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-7225162
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/01/2007, 100 Hour	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5924 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-D2A
Registered Owner:	Maxair LLC.	Rated Power:	160 hp
Operator:	Maxair LLC.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MQY, 615 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1456 CST	Direction from Accident Site:	315°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.24 inches Hg	Temperature/Dew Point:	4° C / 0° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fayetteville, TN (FYM)	Type of Flight Plan Filed:	VFR
Destination:	Murfreesboro, TN (MBT)	Type of Clearance:	None
Departure Time:	0800 CST	Type of Airspace:	

## Airport Information

Airport:	Murfreesboro Municipal Airport (MBT)	Runway Surface Type:	Asphalt
Airport Elevation:	615 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3898 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	35.877500, -86.377500

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Todd G Gunther	<b>Report Date:</b>	02/28/2008
<b>Additional Participating Persons:</b>	David Alderman; FAA/FSDO; Nashville, TN		
<b>Publish Date:</b>			
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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