



Aviation Investigation Final Report

Location:	MILWAUKEE, Wisconsin	Accident Number:	CHI95LA315
Date & Time:	September 9, 1995, 12:40 Local	Registration:	N2596N
Aircraft:	PIPER PA-38	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

IN HIS WRITTEN STATEMENT, THE PILOT REPORTED THAT HE WAS TAKING OFF ON RUNWAY 9. WHEN HE ROTATED, THE AIRPLANE WENT TO THE LEFT. HE ATTEMPTED TO CORRECT WITH RIGHT RUDDER BUT THE AIRPLANE 'DID NOT HAVE ENOUGH AIRSPEED.' THE AIRPLANE IMPACTED 100 YARDS EAST OF THE RUNWAY SUSTAINING SUBSTANTIAL DAMAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's premature liftoff which resulted in a stall.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On September 9, 1995, at 1240 central daylight time, a Piper PA- 38, N2596N, sustained substantial damage when it impacted the terrain during takeoff in Milwaukee, Wisconsin. The private pilot reported no injuries. The personal flight was planned to Franksville, Wisconsin, and was conducted under 14 CFR Part 91 in visual meteorological conditions. No flight plan was filed.

In his written statement, the pilot reported that he was taking off on runway 9. When he rotated, the airplane went to the left. He attempted to correct with right rudder but the airplane "did not have enough airspeed." The airplane impacted 100 yards east of the runway sustaining substantial damage.

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 13, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	450 hours (Total, all aircraft), 360 hours (Total, this make and model), 420 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2596N
Model/Series:	PA-38 PA-38	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-79A0934
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 1, 1994 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	53 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2219 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	THOMAS PAKOWSKI	Rated Power:	112 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MKE ,723 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	12:56 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	FRANKSVILLE , WI (62C)	Type of Clearance:	VFR
Departure Time:	12:40 Local	Type of Airspace:	Class E

Airport Information

Airport:	RAINBOW Y78	Runway Surface Type:	Asphalt
Airport Elevation:	685 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2155 ft / 31 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.880744,-88.000228(est)

Administrative Information

Investigator In Charge (IIC):	Robbins, Wesley
Additional Participating Persons:	TIM R DERNER; MILWAUKEE , WI
Original Publish Date:	December 4, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=10025

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).