



Aviation Investigation Preliminary Report

Location:	Blue Ridge, GA	Accident Number:	ERA23FA136
Date & Time:	March 5, 2023, 11:14 Local	Registration:	N3410Z
Aircraft:	Piper PA-22-150	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Instructional		

On March 5, 2023, about 1114 eastern standard time, a Piper PA-22, N3410Z, was substantially damaged when it was involved in an accident near Blue Ridge, Georgia. The private pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the witness, who was the pilot’s flight instructor, on the day of the accident, the pilot planned to conduct some airport traffic pattern work. This was the first flight of the day for the pilot and the second time he departed from Blue Ridge Skyport Airport (57GA), Blue Ridge, Georgia. The flight instructor stated that he had been working with the pilot for a couple of months “to get him back up to speed with his flying.” He said the pilot had not flown in many years and was working toward a flight review signed off. The flight instructor stated, “57GA was a difficult airport to land at,” and the routine was for the pilot to take off from 57GA to conduct pattern work and then land at Martin Campbell Field Airport (1A3), Copperhill, Tennessee. The flight instructor would then drive over to 1A3 to meet the pilot and then fly the airplane back to 57GA. The flight instructor stated that he had provided 3.9 hours of instruction to the pilot when the accident occurred. During the climb out on the accident flight the flight instructor said the engine sounded as though it was losing power. He watched as the airplane made a left turn towards a field when the airplane collided with a tree. He ran to the end of the runway and observed the airplane suspended in a tree and contacted the local authorities.

The wreckage was located about 500 ft to the left of the departure end of runway 18 at 57GA and was removed from the tree for examination. All flight control surfaces were impact-damaged and still attached to the airframe. The flight controls inside of the cockpit were impact damaged. Flight control cable continuity to the flight control surfaces was established. The engine separated from the airframe and was located about 30 ft in front of the fuselage. The engine controls inside of the cockpit were impact damaged. An unquantified amount of fuel was observed leaking from both fuel tanks.

The airplane was recovered and retained for further examination.

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3410Z
Model/Series:	PA-22-150	Aircraft Category:	Airplane
Amateur Built:			
Operator:	PETERSOHN JEFFREY A	Operating Certificate(s) Held:	None
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:	DZJ,1909 ft msl	Observation Time:	11:15 Local
Distance from Accident Site:	20 Nautical Miles	Temperature/Dew Point:	16°C /1°C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	7 knots / , 90°
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	30.24 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Blue Ridge, GA	Destination:	Blue Ridge, GA

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	34.852222,-84.383056 (est)

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	James Childers; Lycoming Engines; Williamsport, PA Jonathon Hirsh; Piper; Vero Beach, FL James D Nicols; FAA/FSDO; Atlanta, GA
Investigation Class:	Class 3
Note:	