



Aviation Investigation Final Report

Location:	MADISON, Wisconsin	Accident Number:	CHI98LA030
Date & Time:	November 4, 1997, 18:30 Local	Registration:	N2536N
Aircraft:	Piper PA-38	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The instructor (CFI) had the student fly the airplane down the runway in ground effect with full flaps. The CFI then raised the flaps to the first notch, at which time, he became distracted. He reported that by the time his attention returned to the airplane, it had veered to the left side of the runway. According to the CFI, they were too slow to fly out of ground effect, so full power was added in an attempt to recover. The right wing then contacted a runway light off the left side of the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the flight instructor's (CFI's) inadequate supervision of the flight, and his failure to ensure that control of the airplane was maintained. Factors associated with the accident were: the CFI's improper use of flaps, and subsequent contact with the runway light.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. LOW PASS - INITIATED
2. SLOW FLIGHT - PERFORMED
3. (F) FLAPS - IMPROPER USE OF - PILOT IN COMMAND(CFI)
4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

5. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: MANEUVERING

Findings

6. (F) OBJECT - RUNWAY LIGHT

Factual Information

On November 4, 1997, at 1830 central standard time, a Piper PA- 38, N2536N, operated by Wisconsin Aviation, collided with a runway light while maneuvering over on runway 18 (9,005' x 150') at the Dane County Regional Airport, Madison, Wisconsin. The instructional flight was being conducted under 14 CFR Part 91. The certified flight instructor and student pilot were not injured. The airplane was substantially damaged. The flight was being operated in visual meteorological prevailed and no flight plan was filed. The flight originated at the Dane County Regional Airport at 1800 central standard time.

The instructor reported that they were cleared to make a touch and go on runway 18. After touching down he instructed the student to climb to 50 feet and set up for another landing without flying around the traffic pattern. He reported he had the student fly the airplane down the runway in ground effect with full flaps. The instructor reported he then told the student he was going to raise the flaps to the first notch. He reported he may have been distracted and when his attention returned to the airplane it had drifted to the left side of the runway. The instructor reported they were flying too slow to fly out of ground effect so full power was applied at which time the right wing contacted a runway light. The instructor was able to get the airplane back over the runway where an uneventful landing was made.

The student pilot reported that he and his instructor were practicing touch and go landings. The student reported that the instructor was flying the airplane down the runway in ground effect. The instructor then reduced the flaps at which time the airplane veered to the left. Power was added and the right wing contacted a runway light on the left side of the runway.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	34, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 17, 1996
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	667 hours (Total, all aircraft), 24 hours (Total, this make and model), 620 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2536N
Model/Series:	PA-38 PA-38	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	38-079A0905
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 17, 1997 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	L&S LEASING AND INVESTMENT CO.	Rated Power:	112 Horsepower
Operator:	WISCONSIN AVIATION	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:	Night/dark
Observation Facility, Elevation:	MSN ,865 ft msl	Distance from Accident Site:	
Observation Time:	18:05 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 2700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(MSN)	Type of Flight Plan Filed:	None
Destination:	(MSN)	Type of Clearance:	VFR
Departure Time:	18:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	DANE COUNTY MSN	Runway Surface Type:	Concrete
Airport Elevation:	865 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	9005 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.099735,-89.309875(est)

Administrative Information

Investigator In Charge (IIC): Sullivan, Pamela

Additional Participating Persons: MICHAEL J WHEELER; MILWAUKEE , WI

Original Publish Date: May 29, 1998

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=10776>

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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](#).