



Aviation Investigation Final Report

Location:	RICHMOND, Rhode Island	Accident Number:	BF092LA018
Date & Time:	January 12, 1992, 17:30 Local	Registration:	N9483T
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

DURING A LANDING OF A LOCAL FLIGHT, THE STUDENT PILOT REPORTED THAT HE FLARED PREMATURELY AND LOST DIRECTIONAL CONTROL OF THE AIRPLANE, TOUCHING DOWN LEFT OF THE RUNWAY CENTERLINE. THE AIRPLANE CONTINUED TO ROLLOUT LEFT OF THE CENTERLINE AND DEPARTED THE RUNWAY. TO AVOID HITTING A RUNWAY LIGHT, THE STUDENT PILOT ELECTED TO MANUEVER TO THE LEFT OF THE LIGHT SUBSEQUENTLY HITTING A TREE WITH THE LEFT WINGTIP. THE AIRPLANE SPUN TO THE LEFT AND CAME TO REST IN AN EMBANKMENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOTS FAILURE TO MAINTAIN DIRECTIONAL CONTROL DURING ROLLOUT.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) FLARE - PREMATURE - PILOT IN COMMAND
2. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

- 3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 4. MANEUVER - MISJUDGED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Student	Age:	42, Male
Airplane Rating(s):	None	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--no waivers/lim.	Last FAA Medical Exam:	September 3, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	49 hours (Total, all aircraft), 48 hours (Total, this make and model), 18 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9483T
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-78A0113
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	December 31, 1991 100 hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	19 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2919 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	QUONSET FLIGHT CENTER	Rated Power:	112 Horsepower
Operator:	QUONSET FLIGHT CENTER	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	N. KINGSTON , RI (OQU)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	RICHMOND RI04	Runway Surface Type:	Asphalt
Airport Elevation:	130 ft msl	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	2130 ft / 30 ft	VFR Approach/Landing:	Traffic pattern

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:	

Administrative Information

Investigator In Charge (IIC):	Napolitan, Margaret
Additional Participating Persons:	A. SILVERSTONE; BOSTON , MA
Original Publish Date:	March 24, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=11756

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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](#).