



# Aviation Investigation Final Report

<b>Location:</b>	STEVENSVILLE, Maryland	<b>Accident Number:</b>	BF092LA042
<b>Date &amp; Time:</b>	March 17, 1992, 14:30 Local	<b>Registration:</b>	N5276Z
<b>Aircraft:</b>	PIPER PA-22-108	<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 A SIMULATED ENGINE OUT FORCED LANDING, THE AIRPLANE TOUCHED DOWN APPROXIMATELY 150 FEET SHORT OF RUNWAY 10 AT KENTMORR AIRPARK AIRPORT, NEAR STEVENSVILLE, MARYLAND. THE NOSE GEAR ENCOUNTERED SOFT GRASSY TERRAIN, SINKING APPROXIMATELY FOUR TO FIVE INCHES IN THE GROUND. THE AIRPLANE SLID APPROXIMATELY 70 FEET, NOSED OVER, AND SLID ANOTHER 30 FEET. THE AIRPLANE CAME TO REST, INVERTED, APPROXIMATELY 50 FEET FROM THE BEGINNING OF THE INTENDED RUNWAY. THE CFI STATED THAT THERE WERE NO MECHANICAL MALFUNCTIONS PRIOR TO THE TOUCHDOWN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE CERTIFICATED FLIGHT INSTRUCTOR'S (CFI'S) INADEQUATE SUPERVISION DURING THE SIMULATED EMERGENCY LANDING. SOFT TERRAIN IN THE TOUCHDOWN AREA WAS A RELATED FACTOR.

## Findings

Occurrence #1: UNDERSHOOT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings  
1. EMERGENCY PROCEDURE - SIMULATED

2. DISTANCE - MISJUDGED - DUAL STUDENT
  3. AIRSPEED - MISJUDGED - DUAL STUDENT
  4. ALTITUDE - MISJUDGED - DUAL STUDENT
  5. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - SOFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<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 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 11, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	950 hours (Total, all aircraft), 500 hours (Total, this make and model), 880 hours (Pilot In Command, all aircraft), 213 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N5276Z
<b>Model/Series:</b>	PA-22-108 PA-22-108	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	22-8969
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 11, 1992 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	8727 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-235-C1B
<b>Registered Owner:</b>	ANNAPOLIS FLYING SERVICE	<b>Rated Power:</b>	108 Horsepower
<b>Operator:</b>	ANNAPOLIS FLYING SERVICE	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BWI ,1 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	15:52 Local	<b>Direction from Accident Site:</b>	1°
<b>Lowest Cloud Condition:</b>	Scattered / 8000 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken / 12000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots / 14 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	15°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	EDGEWATER , MD (ANP )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	KENTMOOR AIRPARK 3W3	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	10 ft msl	<b>Runway Surface Condition:</b>	Dry;Soft
<b>Runway Used:</b>	1	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	2050 ft / 75 ft	<b>VFR Approach/Landing:</b>	Simulated forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<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>	38.98991,-76.299247(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Napolitan, Margaret
<b>Additional Participating Persons:</b>	KUNEMAN LEO; BALTIMORE , MD
<b>Original Publish Date:</b>	August 13, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=11773">https://data.ntsb.gov/Docket?ProjectID=11773</a>

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