



Aviation Investigation Final Report

Location:	LINCOLN, Illinois	Accident Number:	CHI92LA248
Date & Time:	August 21, 1992, 11:30 Local	Registration:	N2353L
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE ACCIDENT AIRPLANE COLLIDED WITH HIGH VEGETATION AND TERRAIN AFTER A PREMATURE LIFTOFF DURING A TAKEOFF GROUND RUN. A DESIGNATED PILOT EXAMINER (DPE) WAS ADMINISTERING A PRIVATE PILOT FLIGHT TEST TO A PRIVATE PILOT CANDIDATE. HE REQUESTED THE STUDENT PILOT DEMONSTRATE A SHORT FIELD TAKEOFF. ACCORDING TO THE DPE, AS THE AIRPLANE PROCEEDED DOWN THE RUNWAY IT BECAME APPARENT THAT THE AIRPLANE WAS BEHIND THE POWER CURVE. HE WAS ABOUT TO PULL THE POWER WHEN THE AIRPLANE BECAME AIRBORNE AND MADE A TURN TO THE LEFT. THE LEFT WING HIT CORN AT THE SIDE OF THE RUNWAY, PULLING THE AIRPLANE INTO THE CORN. THE STUDENT PILOT SAID HE PULLED THE NOSE UP AS SOON AS POSSIBLE AND USED SIDE TO SIDE VISION TO STEER THE AIRPLANE. HE SAID THE RIDE SEEMED SLOW AND ROUGH. THE AIRPLANE BECAME AIRBORNE MOMENTARILY TWICE. WHEN HE SPOTTED THE CORN HE TRIED TO PULL UP. THE AIRPLANE LIFTED BUT SETTLED BACK DOWN AT THE EDGE OF THE CORN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A PREMATURE LIFTOFF AND FAILURE TO MAINTAIN DIRECTIONAL CONTROL DURING A TAKEOFF GROUND RUN BY THE PILOT IN COMMAND. A DELAY IN TAKING REMEDIAL ACTION BY THE DESIGNATED PILOT EXAMINER IS AN ADDITIONAL CAUSE.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. (C) REMEDIAL ACTION - DELAYED - DESIGNATED EXAMINER
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Student	Age:	35, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 13, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	45 hours (Total, all aircraft), 22 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2353L
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-79A-730
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	August 20, 1992 100 hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1926 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	ORVAL YARGER	Rated Power:	112 Horsepower
Operator:	ORVAL YARGER	Operating Certificate(s) Held:	None
Operator Does Business As:	SPRINGFIELD AIR CORP.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CAP ,597 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SPRINGFIELD , IL (CAP)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	LOGAN COUNTY 3LC	Runway Surface Type:	Grass/turf
Airport Elevation:	597 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	2700 ft / 200 ft	VFR Approach/Landing:	None

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:	40.149024,-89.360221(est)

Administrative Information

Investigator In Charge (IIC):	Bruce, William
Additional Participating Persons:	SCOTT J BURKE; SPRINGFIELD , IL
Original Publish Date:	June 30, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15524

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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](#).