



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | CHARLES CITY, Iowa | Accident Number: | MKC90LA013 |
| Date & Time: | October 22, 1989, 10:15 Local | Registration: | N2366N |
| Aircraft: | PIPER PA-38-112 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Instructional | | |

Analysis

WHILE GIVING A BIENNIAL FLIGHT REVEIW TO A NON-CURRENT PRIVATE PILOT, THE CFI SAID THAT THEY LOST CONTROL OF THE AIRCRAFT DURING A LANDING, AND THE AIRCRAFT COLLIDED WITH A FENCE, THEN THE TERRAIN. THE CFI HAD A TOTAL OF 20 HOURS IN TYPE AND NO HOURS IN TYPE FOR THE PRECEEDING 90 DAYS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN ADEQUATE CONTROL OF THE AIRCRAFT DURING THE LANDING PHASE COUPLED WITH THE CFI'S INADEQUATE SUPERVISION DURING THE INSTRUCTIONAL FLIGHT. THE CFI'S LACK OF FAMILIARITY WITH THE ACCIDENT AIRCRAFT WAS A CONTRIBUTING FACTOR.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: LANDING

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
3. (F) LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. OBJECT - FENCE

Factual Information

Pilot Information

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|----------------------------------|--|--|--------------|
| Certificate: | Commercial; Flight instructor | Age: | 33, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane single-engine; Instrument airplane | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--w/ waivers/lim | Last FAA Medical Exam: | June 1, 1989 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 529 hours (Total, all aircraft), 20 hours (Total, this make and model), 489 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N2366N |
| Model/Series: | PA-38-112 PA-38-112 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 38-79A0812 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 1670 lbs |
| Time Since Last Inspection: | 0 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-235-L2A |
| Registered Owner: | UNKNOWN | Rated Power: | 112 Horsepower |
| Operator: | CHARLES CITY AERONAUTICS, INC | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | MCW ,1213 ft msl | Distance from Accident Site: | 40 Nautical Miles |
| Observation Time: | 09:50 Local | Direction from Accident Site: | 290° |
| Lowest Cloud Condition: | 25000 ft AGL | Visibility | 12 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 7 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 180° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | -18°C / -18°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 09:57 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|------------------|----------------------------------|--------------|
| Airport: | CHARLES CITY CCY | Runway Surface Type: | Concrete |
| Airport Elevation: | 1130 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 12 | IFR Approach: | None |
| Runway Length/Width: | 4000 ft / 75 ft | VFR Approach/Landing: | Touch and go |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 43.059593,-92.669265(est) |

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: ROGER CLARK;

Original Publish Date: October 24, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34899>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).