



Aviation Investigation Final Report

Location:	AKRON, Ohio	Accident Number:	NYC91FA235
Date & Time:	September 12, 1991, 17:40 Local	Registration:	N9302T
Aircraft:	PIPER PA38-112	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE PILOT WAS FLYING IN THE AIRPORT TRAFFIC PATTERN DOING TOUCH AND GO LANDINGS FOR ABOUT 1.2 HOURS. SHORTLY AFTER TAKE OFF FROM RUNWAY 07, THE AIRPLANE WAS SEEN BY SEVERAL WITNESSES AT A LOW ALTITUDE. THE WITNESSES SAID THE ENGINE LOST POWER AND THE AIRPLANE MADE A LEFT TURN BACK TOWARDS THE AIRPORT, THEN WENT INTO A NOSE LOW ATTITUDE BEFORE IT IMPACTED THE GROUND. EXAMINATION OF THE WRECKAGE AT THE ACCIDENT SITE REVEALED THAT THERE WAS NO FUEL FOUND IN EITHER FUEL TANK. BOTH FUEL TANKS WERE INTACT. THE PILOT WAS OBSERVED DOING A PREFLIGHT INSPECTION, TO INCLUDE LOOKING IN BOTH FUEL TANKS AND DRAINING FUEL FROM EACH TANK. THE PILOT WAS OFFERED AND DECLINED FUEL SERVICING. RECORDS INDICATED THAT WHEN THE PILOT STARTED HIS FLIGHT, THE AIRPLANE HAD PREVIOUSLY BEEN FLOWN 3.1 HOURS SINCE THE LAST REFUELED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT LOST CONTROL OF THE AIRPLANE AND INADVERTENTLY STALLED AND SPUN THE AIRPLANE AT TOO LOW AN ALTITUDE TO ALLOW RECOVERY. FACTORS RELATED TO THE ACCIDENT WERE; THE PILOT'S IMPROPER PREFLIGHT AND PLANNING, WHICH RESULTED IN FUEL EXHAUSTION, A LOSS OF ENGINE POWER, A FORCED LANDING, AN IMPROPER PROCEDURE BY TURNING BACK TO THE AIRPORT, AND THE PILOT'S LACK OF TOTAL FLIGHT EXPERIENCE.

Findings

Occurrence #1: FORCED LANDING

Phase of Operation: CLIMB

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. (F) FLUID,FUEL - EXHAUSTION
4. (F) POWERPLANT - FAILURE,TOTAL
5. (F) PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
6. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. (F) TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Student	Age:	39, 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:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 25, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	30 hours (Total, all aircraft), 30 hours (Total, this make and model), 22 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9302T
Model/Series:	PA38-112 PA38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-78A0012
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	June 28, 1991 100 hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	89 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1950 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	BAYER AIR INC.	Rated Power:	118 Horsepower
Operator:	CASTLE AVIATION INC.	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:	Unknown	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	AKRON/FULTON AKR	Runway Surface Type:	Asphalt
Airport Elevation:	1068 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	6355 ft / 150 ft	VFR Approach/Landing:	Forced landing;Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	41.040607,-81.479774(est)

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	RAY GOODWIN; CLEVELAND , OH
Original Publish Date:	April 27, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=36810

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