



# Aviation Investigation Final Report

<b>Location:</b>	INDIAN HEAD, Maryland	<b>Accident Number:</b>	NYC92LA112
<b>Date &amp; Time:</b>	June 13, 1992, 13:44 Local	<b>Registration:</b>	N7958Y
<b>Aircraft:</b>	PIPER PA-30	<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

THE PILOT HAD MADE A SIMULATED ENGINE OUT APPROACH AND LANDING. THE PILOT STATED THAT AS THE AIRPLANE TOUCHED DOWN ON RUNWAY 17 HE ENCOUNTER A RIGHT CROSSWIND AND HE ADDED POWER TO THE 'GOOD' [LEFT] ENGINE WHILE THE RIGHT ENGINE WAS STILL AT SIMULATED ZERO THRUST TO 'SOFTEN THE TOUCHDOWN.' AT TOUCHDOWN THE AIRPLANE VEERED TO THE RIGHT, DEPARTED THE RUNWAY AND STRUCK 3 PARKED AIRCRAFT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IMPROPERLY COMPENSATED FOR THE WIND CONDITIONS AND LOST CONTROL OF THE AIRPLANE AFTER TOUCHDOWN WHICH RESULTED IN THE AIRPLANE DEPARTING THE RUNWAY. AN ADDITIONAL CAUSE OF THE ACCIDENT WAS, THE DELAYED REMEDIAL ACTION ON THE PART OF THE FLIGHT INSTRUCTOR.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - DUAL STUDENT

3. (F) PROCEDURES/DIRECTIVES - IMPROPER - DUAL STUDENT
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - DUAL STUDENT
5. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

Findings

6. OBJECT - AIRCRAFT PARKED/STANDING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	53, 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 multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 19, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3500 hours (Total, all aircraft), 300 hours (Total, this make and model), 3400 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7958Y
<b>Model/Series:</b>	PA-30 PA-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30-1054
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 21, 1992 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	12 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3542 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-320-B1A
<b>Registered Owner:</b>	CYRUS CREBLING	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	PROFESSIONAL FLIGHT 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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 4500 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots / 10 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(2W5 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(2W5 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	MARYLAND AIRPORT 2W5	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	171 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3002 ft / 50 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>	38.590076,-77.150192(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Yurman, Alan
<b>Additional Participating Persons:</b>	BOB JENKINS; WASHINGTON , DC
<b>Original Publish Date:</b>	May 26, 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=37168">https://data.ntsb.gov/Docket?ProjectID=37168</a>

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