



# Aviation Investigation Final Report

<b>Location:</b>	ELKTON, Maryland	<b>Accident Number:</b>	NYC92LA114
<b>Date &amp; Time:</b>	June 14, 1992, 16:45 Local	<b>Registration:</b>	N2326K
<b>Aircraft:</b>	PIPER PA-38-112	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT HAD NOT FLOWN FOR OVER 30 MONTHS. HE RECEIVED 1.9 HOURS OF DUAL INSTRUCTION THE MONTH PRIOR TO THE ACCIDENT. THE DUAL INSTRUCTION WAS NOT CONSIDERED A BIENNIAL FLIGHT REVIEW. THE TRAINING WAS A CHECK OUT IN AN AIRPLANE NEW TO THE PILOT, CONDUCTED AT A MAJOR AIRPORT WITH LONG RUNWAYS. THIS DEPARTURE WAS THE PILOT'S FIRST TAKEOFF ON A SHORT RUNWAY WITH OBSTACLES. TAKEOFF POWER WAS APPLIED WHILE THE AIRPLANE ACCELERATED. AFTER LIFTOFF, THE PILOT ESTABLISHED THE AIRPLANE, WHICH WAS 40 POUNDS OVER THE MAXIMUM GROSS WEIGHT, IN A CLIMB ATTITUDE WHICH ALLOWED THE AIRSPEED TO BLEED OFF FROM THE DESIRED 55 KNOTS, TO 40 KNOTS. THE AIRPLANE STALLED, STRUCK TREES AND IMPACTED THE GROUND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN THE PROPER CLIMB ATTITUDE WHICH RESULTED IN AN AERODYNAMIC STALL. FACTORS IN THIS ACCIDENT WERE: THE AIRPLANE WEIGHT AND BALANCE WAS EXCEEDED, THE PILOT'S LACK OF TOTAL EXPERIENCE IN THE TYPE OF AIRPLANE, AND HIS LACK OF RECENT TOTAL EXPERIENCE.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. (C) PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
4. (F) LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
5. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 5, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	220 hours (Total, all aircraft), 2 hours (Total, this make and model), 180 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N2326K
<b>Model/Series:</b>	PA-38-112 PA-38-112	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3879A0575
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 1, 1992 Annual	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6144 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	DAWN AVIATION	<b>Rated Power:</b>	112 Horsepower
<b>Operator:</b>	DAWN AVIATION	<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>	ILG ,80 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	17:00 Local	<b>Direction from Accident Site:</b>	95°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	26°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	WILMINGTON , DE (ILG )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CECIL COUNTY AIRPARK 2N0	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	140 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2500 ft / 40 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	39.599048,-75.820373(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Leonard, Charles
<b>Additional Participating Persons:</b>	H.V. KLIPA; BALTIMORE , MD
<b>Original Publish Date:</b>	September 14, 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.nts.gov/Docket?ProjectID=37170">https://data.nts.gov/Docket?ProjectID=37170</a>

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