



# Aviation Investigation Final Report

<b>Location:</b>	LUMBERTON, New Jersey	<b>Accident Number:</b>	NYC94LA136
<b>Date &amp; Time:</b>	July 24, 1994, 20:53 Local	<b>Registration:</b>	N40996
<b>Aircraft:</b>	PIPER PA-34-200T	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT COMPLETED A CIRCLING APPROACH TO RUNWAY 01. DURING THE TOUCHDOWN, THE AIRPLANE BOUNCED THREE TIMES. THE PILOT ELECTED TO ABORT THE LANDING AND APPLIED FULL POWER. THE AIRPLANE VEERED TO THE LEFT AND STRUCK TREES. THE FAA INSPECTOR STATED IN HIS REPORT, 'PILOT LOST CONTROL OF AIRCRAFT WHEN APPLYING FULL POWER WHILE RECOVERING FROM LAST BOUNCE. [HE] ATTEMPTED A GO-AROUND. [THE] AIRCRAFT BANKED STEEPLY TO LEFT AND IMPACTED TREES.'

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's (1) improper recovery from a bounced landing and (2) failure to maintain directional control during an aborted landing. A factor is the pilot's improper landing flare.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings  
1. (F) FLARE - IMPROPER - PILOT IN COMMAND  
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: LANDING - ABORTED

Findings

- 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - ABORTED

Findings

- 4. OBJECT - TREE(S)

## Factual Information

On Sunday, July 24, 1994, at 2053 eastern daylight time, a Piper PA-34-200T, N40996, registered to Thomas L. Bradley, and piloted by Gregory T. Fossum, was destroyed at the Flying "W" Airport, Lumberton, New Jersey. The pilot was seriously injured; one passenger received minor injuries; and a second passenger was not injured. Visual meteorological conditions prevailed, and an IFR flight plan was filed. The flight was being conducted under 14 CFR Part 91.

The airplane departed Milwaukee, Wisconsin, destined for New Jersey. Upon arrival, the pilot was provided vectors to the airport. When the runway was in sight, he conducted a visual, circling approach to runway 01. In his report, he stated, "[I] circled to 01 at...100 mph. [I] attempted a landing [and] bounced three times. [I applied] full throttle and attempted a go-around. [The] plane veered to the left into trees."

Mr. Robert V. Drapala, a Federal Aviation Administration Inspector, stated in his report, "Pilot lost control of aircraft when applying full power while recovering from last bounce for an attempted go-around. Aircraft banked steeply to left and impacted trees."

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Unknown	<b>Last FAA Medical Exam:</b>	September 20, 1993
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	304 hours (Total, all aircraft), 42 hours (Total, this make and model), 259 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>	N40996
<b>Model/Series:</b>	PA-34-200T PA-34-200T	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	34-7570175
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	4570 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-360-E
<b>Registered Owner:</b>	THOMAS L. BRADLEY	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<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>	Dusk
<b>Observation Facility, Elevation:</b>	WRI ,115 ft msl	<b>Distance from Accident Site:</b>	11 Nautical Miles
<b>Observation Time:</b>	20:55 Local	<b>Direction from Accident Site:</b>	20°
<b>Lowest Cloud Condition:</b>	Scattered / 3000 ft AGL	<b>Visibility</b>	4 miles
<b>Lowest Ceiling:</b>	Broken / 10000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>	MILWAUKEE , WI (MKE )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>		<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	FLYING W N14	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	50 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	1	<b>IFR Approach:</b>	Circling
<b>Runway Length/Width:</b>	3496 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Minor, 1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor, 1 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Leonard, Charles
<b>Additional Participating Persons:</b>	ROBERT V DRAPALA; PHILADELPHIA , PA
<b>Original Publish Date:</b>	January 26, 1995
<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=38798">https://data.ntsb.gov/Docket?ProjectID=38798</a>

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](#).