



Aviation Investigation Final Report

Location:	Detroit, Michigan	Accident Number:	CHI04CA258
Date & Time:	September 13, 2004, 16:48 Local	Registration:	N7662C
Aircraft:	Piper PA-28-140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The airplane became embedded in a T-hangar following a loss of directional control during a landing/go-around. The student pilot stated he performed three full stop takeoffs and landings, and the accident occurred during the fourth landing. He stated the airplane veered sharply to the left as he was beginning to flare so he added power to go-around. The airplane did not gain altitude and it kept veering to the left. The student pilot stated he decided to extend the flaps and the last thing he remembers is reaching for the flap handle. The airplane contacted a T-hangar which was located off the left side of the runway, coming to rest embedded in the T-hangar approximately 10 feet above the ground. The local winds reported at 1653 were from 140 degrees at 11 knots. The local winds reported at 1707 were from 120 degrees at 10 knots. Inspection of the airplane failed to reveal any flight control failure/malfunction that would have resulted in the accident. The student pilot reported having 39.6 total hours of flight time, 5.5 hours of which were solo.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's failure to maintain directional control of the airplane during the landing flare and subsequent go-around. A factor was the T-hangar.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: GO-AROUND (VFR)

Findings

2. (F) OBJECT - HANGAR/AIRPORT BUILDING

Factual Information

On September 13, 2004, at 1648 eastern daylight time, a Piper PA-28-140, N7662C, collided with a T-hangar following a loss of directional control during a go-around on runway 15 (5,090 feet by 100 feet, asphalt) at the Detroit City Airport (DET), Detroit, Michigan. The student pilot received minor injuries. The airplane was substantially damaged. The 14 CFR Part 91 solo instructional flight was operating in visual meteorological conditions without a flight plan. The local flight originated at DET about 1600.

The student pilot stated he performed three full stop takeoffs and landings. The accident occurred during the fourth landing. He stated the airplane veered sharply to the left as he was beginning to flare. He stated he decided to go around so he added power, but the airplane did not gain altitude and it kept veering to the left. The student pilot stated he decided to extend the flaps and the last thing he remembers is reaching for the flap handle.

The airplane contacted a T-hangar which was located off the left side of the runway, coming to rest embedded in the T-hangar approximately 10 feet above the ground.

The local winds reported at 1653 were from 140 degrees at 11 knots. The local winds reported at 1707 were from 120 degrees at 10 knots.

Inspection of the airplane by an Inspector from the Federal Aviation Administration Detroit Flight Standards District Office failed to reveal any flight control failure/malfunction that would have resulted in the accident.

The student pilot reported having 39.6 total hours of flight time, 5.5 hours of which were solo.

Pilot Information

Certificate:	Student	Age:	36,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	August 21, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	40 hours (Total, all aircraft), 40 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7662C
Model/Series:	PA-28-140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28-7625079
Landing Gear Type:	None	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320
Registered Owner:	Great Lakes Flight LLC	Rated Power:	
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	Great Lakes Aviation	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:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Detroit, MI (DET)	Type of Flight Plan Filed:	None
Destination:	Detroit, MI (DET)	Type of Clearance:	VFR
Departure Time:	16:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	Detroit City Airport DET	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	15	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor	Latitude, Longitude:	42.409168,-83.009719

Administrative Information

Investigator In Charge (IIC): Sullivan, Pamela

Additional Participating Persons:

Original Publish Date: December 3, 2004

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=60158>

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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](#).