



# Aviation Investigation Final Report

<b>Location:</b>	Hamburg, New York	<b>Accident Number:</b>	NYC05LA063
<b>Date &amp; Time:</b>	March 26, 2005, 14:30 Local	<b>Registration:</b>	N2368E
<b>Aircraft:</b>	Piper PA-38-112	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

Upon landing on the 2,465-foot-long, 30-foot-wide, asphalt runway, the airplane made an abrupt left turn after the left landing gear departed from the runway surface and dug into soft terrain. The pilot attempted to correct the turn by applying right rudder; however, the rudder had no effect. The airplane continued off the runway surface, proceeded across a grass area, and came to rest in a ditch. Examination of the wreckage did not reveal any anomalies with the flight or engine controls. The accident flight was the pilots first flight in the make and model airplane.

## 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 directional control while landing.

### Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

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

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

2. TERRAIN CONDITION - DITCH

## Factual Information

On March 26, 2005, at 1430 eastern standard time, a Piper PA-38-112, N2368E, was substantially damaged while landing at the Hamburg Airport (4G2), Hamburg, New York. The certificated private pilot and passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the flight that originated from Sandusky, Michigan. The personal flight was conducted under 14 CFR Part 91.

According to the pilot, he departed from Sandusky, Michigan at 1200. During the flight to 4G2, the airplane made a "very loud unknown noise." The attitude gauge then became inoperative and was spinning around in circles. Soon after, the airplane began to intermittently yaw in a drifting manner. The pilot continued, and executed a landing to runway 01, a 2,465-foot-long, 30-foot-wide, asphalt runway, at the Hamburg Airport. During the landing, the airplane made an abrupt left turn after the nose wheel touched down on the runway. The pilot attempted to correct the turn by applying right rudder; however, the rudder had no effect. The airplane continued off the runway surface, proceeded across a grass area, and came to rest in a ditch.

A Federal Aviation Administration inspector examined the wreckage after the accident. He observed substantial damage to both wings. The inspector did not observe any anomalies with the flight or engine controls.

The FAA inspector also noted deep tire marks in the immediate soft grass area to the left of the runway.

The accident flight was the pilots first flight in the make and model airplane.

The winds recorded at an airport 16 miles to the northeast of Hamburg, about the time of the accident, were from 340 degrees, at 5 knots.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, 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 With waivers/limitations	<b>Last FAA Medical Exam:</b>	February 1, 2004
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	119 hours (Total, all aircraft), 3 hours (Total, this make and model), 59 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N2368E
<b>Model/Series:</b>	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>	38-78A0450
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	July 1, 2004 Annual	<b>Certified Max Gross Wt.:</b>	1680 lbs
<b>Time Since Last Inspection:</b>	6 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1676 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235
<b>Registered Owner:</b>	William G Moore	<b>Rated Power:</b>	112 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BUF,724 ft msl	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>	14:54 Local	<b>Direction from Accident Site:</b>	60°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.09 inches Hg	<b>Temperature/Dew Point:</b>	8°C / -3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Sandusky, MI (Y83 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Hamburg, NY (4G2 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Hamburg Airport 4G2	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	751 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	01	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2465 ft / 30 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<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>	42.700832,-78.914718

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Demko, Stephen
<b>Additional Participating Persons:</b>	Randall E Steele; FAA\FSDO; Rochester, NY
<b>Original Publish Date:</b>	April 25, 2006
<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=61211">https://data.nts.gov/Docket?ProjectID=61211</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](#).