



Aviation Investigation Final Report

Location:	Monmouth, Maine	Accident Number:	ERA11LA501
Date & Time:	August 18, 2011, 19:00 Local	Registration:	N5048Z
Aircraft:	Piper PA-22-108	Aircraft Damage:	Substantial
Defining Event:	Unknown or undetermined	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A witness stated that he was mowing his grass when an airplane crashed in his front yard. The pilot exited the airplane and instructed him not to notify the police. The pilot left the scene and returned a short time later with another individual and a forklift. The airplane was removed from the residence and taken to a storage facility without authorization from law enforcement, the Federal Aviation Administration (FAA), or the NTSB. FAA inspectors were unable to locate the wreckage for inspection. Review of FAA records showed that the registration had been canceled by the previous owner and transferred to the new owner. According to the police report and the witness report, the person flying the airplane at the time of the accident was the new owner of the airplane. Review of FAA records revealed no pilot certification for the operator of the accident airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Operation of the airplane by a non-certificated pilot and his failure to maintain airplane control.

Findings

Personnel issues	Aircraft control - Other
Personnel issues	(general) - Other

Factual Information

History of Flight

Unknown	Unknown or undetermined (Defining event)
Emergency descent	Off-field or emergency landing
Emergency descent	Collision with terr/obj (non-CFIT)

On August 18, 2011, at 1900 eastern daylight time, a Piper PA-22-180, N5048Z, collided in the front yard of a private residence in the vicinity of Monmouth, Maine. The personal flight was operated under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed and no flight plan was filed. The uncertificated pilot was not injured and the airplane sustained substantial damage to the airframe. The flight departed from an undisclosed location and at an undetermined time.

A witness stated he was mowing his grass when an airplane crashed in his front yard. The pilot exited the airplane and instructed him not to notify the police. The pilot left the scene and returned a short time later with another individual and a forklift. The airplane was removed from the residence and taken to a storage facility without authorization from law enforcement, the Federal Aviation Administration (FAA), or the NTSB. Attempts to locate the pilot have been unsuccessful.

FAA inspectors traveled to the storage facility to examine the wreckage, but did not find the wreckage or the pilot of the airplane. In a telephone conversation with the previous owner of the airplane, he stated to the FAA that the airplane was a Piper PA-22-180. He went on to say that the airplane was sold to a private individual, and did not have any other information about the airplane or accident. Repeated attempts to locate the airplane and the pilot were unsuccessful. Review of FAA records showed that the registration had been canceled by the previous owner and transferred to the new owner on June 30, 2010. No record of a bill of sale was recorded. According to the police report and the witness report, the gentleman flying the airplane at the time of the accident was the current owner of the airplane. Review of FAA records revealed no pilot certification for the operator of the mishap aircraft.

Pilot Information

Certificate:	None	Age:	32, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5048Z
Model/Series:	PA-22-108	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Unknown	Serial Number:	22-8672
Landing Gear Type:	Unknown	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-235 SERIES
Registered Owner:	SALE REPORTED	Rated Power:	115 Horsepower
Operator:	Jeffery Quinn	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PWM,76 ft msl	Distance from Accident Site:	59 Nautical Miles
Observation Time:	18:51 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	23°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Monmouth, ME	Type of Flight Plan Filed:	None
Destination:	Monmouth, ME	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.201389,-69.991386(est)

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	James C Mills; FAA/FSDO; Portland, ME Scott Pratt; FAA/FSDO; Portland, ME
Original Publish Date:	December 11, 2012
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=81881

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](#).