



Aviation Investigation Final Report

Location:	SEVEN SPRINGS, Pennsylvania	Accident Number:	BF094LA113
Date & Time:	June 23, 1994, 10:45 Local	Registration:	N40051
Aircraft:	PIPER PA-32R-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT DURING TAKEOFF AS THE AIRPLANE ACCELERATED 2/3 DOWN THE RUNWAY THE AIRPLANE LIFTED OFF INITIALLY THEN SETTLED BACK ONTO THE RUNWAY. HE STATED THAT HE CONTINUED THE TAKEOFF AND THE ENGINE STARTED TO SPUTTER. HE STATED THAT THE AIRPLANE REACHED AN ALTITUDE OF ABOUT 50 TO 100 FEET ABOVE THE GROUND AND HE STALLED THE AIRPLANE INTO THE TREES 100 TO 200 YARDS FROM THE END OF THE RUNWAY. THE AIRPLANE WAS REMOVED FROM THE ACCIDENT SITE AND EXAMINED BY THE FAA. THE EXAMINATION DID NOT DISCLOSE ANY ANOMALIES THAT WOULD CAUSED THE MALFUNCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain adequate airspeed and his premature liftoff which resulted in a stall mush and collision with trees.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND

3. STALL/MUSH
4. OBJECT - TREE(S)

Factual Information

On June 23, 1994, at 1045 eastern daylight time, N40051, a Piper PA 32R-300, operated by Tanager Corporation of Brighton, Michigan, sustained substantial damage during takeoff at Seven Springs Airport, Seven Springs, Pennsylvania. The certificated private pilot received minor injuries while his two passengers were not injured. Visual meteorological conditions prevailed and a flight plan was not filed. The personal flight was operated under 14 CFR 91.

The pilot reported that during takeoff as the airplane accelerated 2/3 down the runway the airplane lifted off initially then settled back onto the runway. He stated that he continued to takeoff and that at about 50 to 100 feet above the ground the engine started to sputter. The pilot stated that he stalled the airplane into the trees about 100 to 200 yards from the end of the runway.

The airplane was removed from the accident site and examined by the FAA. The examination included placing the engine on a test stand and no anomalies were noted.

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 18, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3200 hours (Total, all aircraft), 2000 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N40051
Model/Series:	PA-32R-300 PA-32R-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3R-7780512
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	December 10, 1993 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3900 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-540-K1G5D
Registered Owner:	TANAGER CORPORATION	Rated Power:	300 Horsepower
Operator:	TANAGER CORPORATION	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	JST ,2284 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	55°
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, PA (7SP)	Type of Flight Plan Filed:	None
Destination:	WILMINGTON , DE (ILG)	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	SEVEN SPRINGS 7SP	Runway Surface Type:	Asphalt
Airport Elevation:	2907 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	3045 ft / 42 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	40.040405,-79.319801(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Beverley
Additional Participating Persons:	JEFF HALLIDAY; ALLEGHENY , PA
Original Publish Date:	August 31, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8941

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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](#).