



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	FORKS TOWNSHIP, PA	<b>Accident Number:</b>	NYC96LA095
<b>Date &amp; Time:</b>	05/01/1996, 1330 EDT	<b>Registration:</b>	N5030S
<b>Aircraft:</b>	Piper PA-28-R200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On May 1, 1996, at 1330 eastern daylight time, a Piper PA-28-R200, N5030S, was substantially damaged during a simulated forced landing to the Easton Airport, Forks Township, Pennsylvania. The flight instructor and private pilot received serious injuries. Visual meteorological conditions prevailed for the local training flight that departed Easton, about 1300. No flight plan had been filed for the flight conducted under 14 CFR Part 91.

In the NTSB Form 6120.1/2, the certified flight instructor (CFI) stated that she and the private pilot, her husband, had flown a previous flight that day and practiced maneuvers at altitude. The airplane was then landed, refueled, and they departed for another training flight. During the second training flight the private pilot performed two practice power off landings from the down wind. The CFI further stated:

"...He started this maneuver on a very wide down wind to 18. The third time, I took the airplane, kept it in closer to the runway and pulled the power back. On the turn to final, the airplane suddenly developed a fast sink rate. I gave immediate full throttle (gear was down, checklist for landing complete.) There was a slight sputter of the engine...Full throttle and nothing happened. Sink rate not arrested. Saw the pole and tried not to hit it with fuselage..."

A Federal Aviation Administration (FAA) Inspector interviewed the CFI and private pilot the day after the accident. In the FAA Inspector's summary of the interview, the CFI stated that during the turn to final, she realized that she was low and slow and advanced the throttle to full power and that the engine response "did not seem right." The private pilot stated that during the approach he thought that they were getting "too slow and too low," and when full power was applied the engine response "sounded strange."

Several witnesses observed the airplane flying low before impact. One witness stated:

"...I saw a plane through the trees which appeared to be flying at an extremely low altitude in relation to the airport. As I came into the clearing I noticed my suspicion was correct. The plane was dangerously low and I clearly witnessed the plane's right wing smash into the telephone pole..."

The airplane's right wing struck a 25 foot high pole, about 12 feet above the ground, 900 feet from the approach end of the runway.

Examination of the wreckage by FAA Inspectors revealed no pre-impact failure of the airframe or engine. One FAA Inspector's report stated:

"...The propeller was damaged by impact and showed leading edge damage and rotation marks on the forward face of the propeller blades...No malfunction of the engine was evident or could be duplicated..."

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	64, Female
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/03/1995
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1282 hours (Total, all aircraft), 956 hours (Total, this make and model), 1066 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N5030S
<b>Model/Series:</b>	PA-28-R200 PA-28-R200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28R20035776
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	03/15/1996, Annual	<b>Certified Max Gross Wt.:</b>	2600 lbs
<b>Time Since Last Inspection:</b>	6 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3627 Hours	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-360-C1C
<b>Registered Owner:</b>	DOROTHY & JAMES REGAN	<b>Rated Power:</b>	200 hp
<b>Operator:</b>	DOROTHY & JAMES REGAN	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ABE, 394 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1356 EDT	Direction from Accident Site:	250°
Lowest Cloud Condition:	Scattered / 6500 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17° C / 3° C
Precipitation and Obscuration:			
Departure Point:	(N43)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1300 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	EASTON (N43)	Runway Surface Type:	Asphalt
Airport Elevation:	399 ft	Runway Surface Condition:	
Runway Used:	18	IFR Approach:	
Runway Length/Width:	1953 ft / 50 ft	VFR Approach/Landing:	Full Stop; Simulated Forced Landing; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ROBERT L PEARCE
Additional Participating Persons:	MICHAEL O HANSON; ALLENTOWN, PA
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .