



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	EAST MORICHES, NY	<b>Accident Number:</b>	NYC98LA064
<b>Date &amp; Time:</b>	02/01/1998, 1615 EST	<b>Registration:</b>	N7275E
<b>Aircraft:</b>	Cessna 182	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

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## Analysis

After three uneventful parachute drop flights with three or four jumpers each, the pilot landed and picked up two jumpers. During the next takeoff roll, the pilot aborted the takeoff and was unable to stop the airplane before it struck a fence at the end of the 2,200 foot asphalt runway. The pilot stated 'everything was normal, except the plane didn't lift off.' He also stated, the airplane was trimmed to 'lift up on it's own' at about 65 MPH, and he aborted the takeoff at about 65 MPH. The pilot used the same elevator trim setting for every takeoff, regardless of how many jumpers were in the airplane. Examination of the airplane did not reveal any mechanical malfunctions of the airframe or engine. The airplane's elevator trim was found in a neutral position. A weight and balance calculation was performed for the accident flight and for a departure with four jumpers. The center of gravity (CG) for the accident flight was about 21.4 inches forward of where the CG would have been located for a parachute drop flight with four jumpers. The CG for the accident flight was 101 inches; the airplane's certificated CG range was from 95 to 113 inches.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper planning/decision, and failure to attain rotation the airplane for lift-off, which led to an aborted takeoff and collision with a fence. The proximity of the fence was a related factor.

## Findings

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Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ABORTED

### Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) ROTATION - NOT PERFORMED - PILOT IN COMMAND
3. (F) OBJECT - FENCE

## Factual Information

On February 1, 1998, about 1615 eastern standard time, a Cessna 182, N7275E, owned and operated by Long Island Skydivers Inc., Wantagh, New York, was substantially damaged when it struck a fence, after an aborted takeoff from Spadaro Airport, East Moriches, New York. The certificated private pilot and two skydivers were not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the parachute drop flight conducted under 14 CFR Part 91.

In a telephone interview, the pilot stated that the accident occurred during his fourth flight that day. The three previous flights, with three or four jumpers each, were uneventful. After completing the third flight, he landed and picked up two jumpers. He then back taxied on the runway and began his takeoff roll to the south. The pilot said that less the half way down the 2,200 foot asphalt runway, he aborted the takeoff because, "the airplane didn't feel right." He reduced the engine power, and applied brakes. The pilot stated the brakes "faded" after a few seconds, and he was unable to stop. The airplane impacted a snow fence at the end of the runway.

During a second telephone interview, the pilot said he used the airplane's elevator trim so the airplane would "lift up on it's own" during the takeoff roll, "at about 65 MPH." When asked what trim setting he used, the pilot said, he sets the elevator trim "around the 'E' in takeoff" that is printed next to the trim wheel for every takeoff, regardless of the number of parachutists in the airplane. The pilot additionally stated, he aborted the takeoff at "about 65 MPH," and "everything was normal except the plane didn't lift off."

In a telephone interview, one of the skydivers stated he was seated behind the pilot facing rearward, the other skydiver was seated next to the pilot facing rearward. During the takeoff roll, he heard the pilot say "It's not coming up, or something like that." He then heard a power reduction and felt the pilot apply brakes. The next thing he remembered was the impact.

Examination of the wreckage by a Federal Aviation Administration (FAA) Inspector did not reveal any mechanical malfunctions of the airframe or engine. The airplane's elevator trim was found in a neutral position.

An airplane weight and balance calculation was performed by the NTSB for the conditions during the accident flight, and for a departure with four jumpers. The weight and balance calculations revealed the airplane's center of gravity (CG) with four jumpers was about 122.5 inches, and during the accident flight the airplane's CG was about 101.1 inches. A shift 21.4 inches forward. According to the airplane's information manual, the CG range for the accident flight was about 95 to 113 inches.

FAA Advisory Circular AC61-21A, Chapter 6 "Takeoffs and Departure Climbs" stated: "...When all the flight controls become effective during the takeoff roll in a nosewheel type airplane, back elevator pressure should be gradually applied to raise the nosewheel slightly off the runway, thus establishing the takeoff or lift-off attitude. This is often referred to as 'rotating.'..."

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	33, 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>	Seatbelt, Shoulder harness
<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 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/08/1997
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	290 hours (Total, all aircraft), 220 hours (Total, this make and model), 257 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N7275E
<b>Model/Series:</b>	182 182	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	52275
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	04/05/1997, Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>	245 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5140 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470-R
<b>Registered Owner:</b>	LONG ISLAND SKY DIVERS	<b>Rated Power:</b>	235 hp
<b>Operator:</b>	DANIEL PALAZZOLO	<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:	FOK, 67 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1545 EDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6° C
Precipitation and Obscuration:			
Departure Point:	(1N2)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1610 EST	Type of Airspace:	Class G

## Airport Information

Airport:	SPADARO (1N2)	Runway Surface Type:	Asphalt
Airport Elevation:	50 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2200 ft / 20 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	LUKE SCHIADA	Report Date:	12/31/1998
Additional Participating Persons:	JOE FORRESTO; FARMINGDALE, NY		
Publish Date:			
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> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).