



National Transportation Safety Board Aviation Accident Data Summary

Location:	EAST MORICHES, NY	Accident Number:	NYC98LA064
Date & Time:	02/01/1998, 1615 EST	Registration:	N7275E
Aircraft:	Cessna 182	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation -		

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

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

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

Pilot Information

Certificate:	Private	Age:	33
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	Cessna	Registration:	N7275E
Model/Series:	182 182	Engines:	1 Reciprocating
Operator:	DANIEL PALAZZOLO	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470-R
Flight Conducted Under:	Part 91: General Aviation -		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FOK, 67 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:	6°C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	(1N2)	Destination:	

Airport Information

Airport:	SPADARO (1N2)	Runway Surface Type:	Asphalt
Runway Used:	18	Runway Surface Condition:	Dry
Runway Length/Width:	2200 ft / 20 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): LUKE SCHIADA Adopted Date: 12/31/1998

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.