National Transportation Safety Board
Aviation Accident Final Report

Location:	MONETA, VA	**Accident Number:**	BFO92LA084
Date & Time:	07/02/1992, 1240 EDT	**Registration:**	N9218T
Aircraft:	PIPER PA-38-112	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

THE STUDENT PILOT WAS ON HIS FIRST CROSS-COUNTRY FLIGHT. AS HE WAS LANDING AT AN EN ROUTE AIRPORT, THE AIRPLANE BOUNCED DURING TOUCHDOWN. THE STUDENT THEN LOST DIRECTIONAL CONTROL, AND THE AIRPLANE WENT OFF THE RUNWAY AND STRUCK A TREE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE STUDENT PILOT TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING, WHICH RESULTED IN AN INADVERTENT GROUND SWERVE. FACTORS RELATED TO THE ACCIDENT WERE: THE STUDENT'S IMPROPER RECOVERY FROM A BOUNCED LANDING AND PROXIMITY OF THE TREE.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING

Findings
1. (F) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings
4. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Student	**Age:**	
Airplane Rating(s):	None	**Seat Occupied:**	Left
Other Aircraft Rating(s):		**Restraint Used:**	Seatbelt
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):		**Toxicology Performed:**	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	
Occupational Pilot:		**Last Flight Review or Equivalent:**	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	**Registration:**	N9218T
Model/Series:	PA-38-112 PA-38-112	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	No
Airworthiness Certificate:	Normal	**Serial Number:**	38-78A0280
Landing Gear Type:	Tricycle	**Seats:**	2
Date/Type of Last Inspection:	Unknown	**Certified Max Gross Wt.:**	3600 lbs
Time Since Last Inspection:	0 Hours	**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	LYCOMING
ELT:	Installed	**Engine Model/Series:**	O-235-L2C
Registered Owner:	CAROLINA AIR ACADEMY, INC	**Rated Power:**	112 hp
Operator:	CAROLINA AIR ACADEMY, INC	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	**Condition of Light:**	Day
Observation Facility, Elevation:	, 0 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	1240	**Direction from Accident Site:**	0°
Lowest Cloud Condition:	Clear / 0 ft agl	**Visibility**	0 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:		**Temperature/Dew Point:**	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	MOUNT AIRY, NC (MWK)	**Type of Flight Plan Filed:**	None
Destination:	(W91)	**Type of Clearance:**	None
Departure Time:	0000	**Type of Airspace:**	

Airport Information

Airport:	SMITH MOUNTAIN LAKE (W91)	**Runway Surface Type:**	Concrete
Airport Elevation:	48 ft	**Runway Surface Condition:**	Dry
Runway Used:	23	**IFR Approach:**	None
Runway Length/Width:	3050 ft / 50 ft	**VFR Approach/Landing:**	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	**Report Date:**	04/07/1995
Additional Participating Persons:			
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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/.		

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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.