



National Transportation Safety Board Aviation Accident Final Report

Location:	CRIDERS, VA	Accident Number:	BF089LA040
Date & Time:	06/01/1989, 1136 EDT	Registration:	N2602L
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE TAKEOFF WAS BEING MADE TO THE EAST ON THE PILOT'S PRIVATE AIRSTRIP. THE PLT REPORTED WINDS FROM THE NORTH AT 5 KTS GUSTING TO 10 KTS. THE PILOT REPORTED THAT AFTER TAKEOFF AT AN ALT OF APRX 30 FT AGL THE ACFT VEERED RIGHT AND DESCENDED INTO A WOODED AREA WHICH BORDERED THE AIRSTRIP. THE PLT REPORTED THAT THERE WERE NO FAILURES OR MECHANICAL MALFUNCTIONS OF THE AIRPLANE OR ITS SYSTEMS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE DURING THE CROSSWIND CONDITIONS ENCOUNTERED DURING THE INITIAL TAKEOFF CLIMB.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/18/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1750 hours (Total, all aircraft), 200 hours (Total, this make and model), 17 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2602L
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	38-79A0776
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	07/27/1988, Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	17 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2099 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	DERWITT W. SMITH	Rated Power:	112 hp
Operator:	DERWITT W. SMITH	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:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	NEW MARKET, VA (VA86)	Type of Clearance:	None
Departure Time:	1136 EDT	Type of Airspace:	Class G

Airport Information

Airport:	SMITHS	Runway Surface Type:	Grass/turf
Airport Elevation:	2500 ft	Runway Surface Condition:	Vegetation
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	1800 ft / 100 ft	VFR Approach/Landing:	None

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):	PAMELA S KLECKNER	Report Date:	08/22/1990
Additional Participating Persons:	DAN MEYER; WASHINGTON, DC		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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/ .		

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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](#).