



National Transportation Safety Board Aviation Accident Final Report

Location:	BREWSTER, MA	Accident Number:	NYC87LA216
Date & Time:	08/01/1987, 1030 EDT	Registration:	N9075H
Aircraft:	PIPER PA-18S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE INSTRUCTOR (CFI) SAID THAT SHORTLY AFTER TAKEOFF, THE STUDENT WAS GIVEN A SIMULATED POWER FAILURE. AT APRX 75' AGL, THE STUDENT INITIATED A STEEP TURN TO HEAD INTO THE WIND, WHICH TERMINATED IN NEARLY A 90 DEG HEADING CHANGE. THE CFI STATED THE WIND WAS NOT COMING FROM THE DIRECTION THE STUDENT HAD TURNED, & THAT AFTER THE TURN, THE OPTION TO GO AROUNDOR LAND ON THE LONGEST PART OF THE LAKE WAS NO LONGER POSSIBLE. ALSO, THE CFI SAID HE LOWERED THE ACFT'S NOSE & APPLIED FULL POWER TO AVOID A STALL, BUT THERE WAS INSUFFICIENT ALTITUDE TO RECOVER AIRSPEED. SUBSEQUENTLY, THE AIRCRAFT IMPACTED THE WATER IN A WINGS LEVEL ATTITUDE & WAS DAMAGED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. (F) MANEUVER - IMPROPER - DUAL STUDENT
3. (C) AIRSPEED - NOT MAINTAINED - DUAL STUDENT
4. (C) STALL/MUSH - INADVERTENT - DUAL STUDENT
5. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - WATER

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	39, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/17/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1345 hours (Total, all aircraft), 25 hours (Total, this make and model), 1125 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9075H
Model/Series:	PA-18S PA-18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-392
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	01/23/1987, Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2633 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-C1
Registered Owner:	EMULOUS E. HALL	Rated Power:	115 hp
Operator:	EMULOUS E. HALL	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	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 ° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	VINCENT D MARCANTELLI	Report Date:	04/24/1989
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 pubinquiry@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](#).