



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BREWSTER, MA	<b>Accident Number:</b>	NYC87LA216
<b>Date &amp; Time:</b>	08/01/1987, 1030 EDT	<b>Registration:</b>	N9075H
<b>Aircraft:</b>	PIPER PA-18S	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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 AROUND OR 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

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

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	39
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N9075H
<b>Model/Series:</b>	PA-18S PA-18S	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	EMULOUS E. HALL	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-C1
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 360°
<b>Temperature:</b>	21° C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	VINCENT D MARCANTELLI	<b>Adopted Date:</b>	04/24/1989
<b>Investigation Docket:</b>	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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