



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	BLOOMINGTON, MD	<b>Accident Number:</b>	BFO87FA006
<b>Date &amp; Time:</b>	11/01/1986, 1511 EST	<b>Registration:</b>	N5897U
<b>Aircraft:</b>	PIPER PA-28-140	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

WITNESSES OBSERVED 2 AIRCRAFT FLYING NEAR TREETOP LEVEL AND REPORTED THAT ONE APPEARED TO BE ABOUT 10 FEET BEHIND THE OTHER. THE LEAD AIRCRAFT COLLIDED WITH TREES WHEN THE PILOT DELAYED HIS PULLUP TO A POINT WHERE HE WAS UNABLE TO CLIMB OVER A RIDGE ON HIS ROUTE OF FLIGHT. BOTH AIRCRAFT WERE BEING FLOWN BY FOREIGN PILOTS ENROLLED IN THE OPERATOR'S PART 141 FLIGHT SCHOOL.

## Probable Cause

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

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

### Findings

1. (F) MAINTENANCE, SERVICE OF AIRCRAFT/EQUIPMENT - IMPROPER - PILOT IN COMMAND
2. (C) BUZZING - INTENTIONAL - PILOT IN COMMAND
3. (F) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. (F) PULL-UP - DELAYED - PILOT IN COMMAND
5. (F) OBJECT - TREE(S)
6. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING

### Findings

7. (F) TERRAIN CONDITION - UPHILL

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	24
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	132 hours (Total, all aircraft), 72 hours (Total, this make and model), 58 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N5897U
<b>Model/Series:</b>	PA-28-140 PA-28-140	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	NICHOLSON AIR SERVICES INC.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-E2A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MRB, 557 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 3500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , 160°
<b>Temperature:</b>	11 °C	<b>Visibility</b>	5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CUMBERLAND, MD (CBE)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Minor	<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>	AL DICKINSON	<b>Adopted Date:</b>	04/25/1988
<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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