



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Farmingdale, NJ	<b>Accident Number:</b>	NYC02FA126
<b>Date &amp; Time:</b>	07/01/2002, 1145 EDT	<b>Registration:</b>	N2414P
<b>Aircraft:</b>	Piper PA-18-150	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Other Work Use		

## Analysis

The airplane taxied onto the runway, engine noise increased to "full throttle," and the airplane began to accelerate. Prior to rotation, the airplane began to drift right. The right tire rolled off the runway, and the left tire became airborne. The right tire then lifted off, and the airplane immediately entered a right turn. The bank angle continued to increase until the right wing contacted the ground. Winds at the time of the accident were 7 knots. The pilot had approximately 62 hours in the accident airplane make and model in the previous 2 months. No preimpact failures or malfunctions were identified with either the airframe or engine during the course of the investigation.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during takeoff.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

Findings  
1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

Findings  
2. TERRAIN CONDITION - GRASS

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	23
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1100 hours (Total, all aircraft), 61 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N2414P
<b>Model/Series:</b>	PA-18-150	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Aerial Sign Company, Inc.	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-C1A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Other Work Use		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BLM, 100 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 260°
<b>Temperature:</b>	29° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Farmingdale, NJ (BLM)	<b>Destination:</b>	(BLM)

## Airport Information

<b>Airport:</b>	Monmouth County Executive (BLM)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	32R	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	1200 ft / 14 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	40.194444, -74.128333		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	David S Muzio	<b>Adopted Date:</b>	07/23/2003
<b>Investigation Docket:</b>	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 <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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