



National Transportation Safety Board Aviation Accident Final Report

Location:	KEYSER, WV	Accident Number:	ATL82DA225
Date & Time:	08/01/1982, 1915 EDT	Registration:	N2386K
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

PILOT WAS MAKING A GO-AROUND OVER A 1700 FOOT RUNWAY. FULL FLAPS WERE LEFT DOWN UNTIL END OF RUNWAY AND THEN RAISED TO 21 DEGREES. TERRAIN WAS RISING FASTER THEN AIRCRAFT WAS CLIMBING. AIRCRAFT STRUCK TREES AND NOSED DOWN INTO THE GROUND. TEMPERATURE WAS 85 DEGREES, FIELD ELEVATION 975 FEET.

Probable Cause and Findings

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: GO-AROUND (VFR)

Findings

1. (F) ABORTED LANDING - PERFORMED - PILOT IN COMMAND
2. (F) GO-AROUND - INITIATED - PILOT IN COMMAND
3. (C) RAISING OF FLAPS - DELAYED - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - RISING
5. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	26, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/06/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	57 hours (Total, all aircraft), 38 hours (Total, this make and model), 24 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2386K
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	38-79A0612
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	92 Hours	Engines:	1 Reciprocating
Airframe Total Time:	909 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235
Registered Owner:	NICHOLSON AVIATION SERVICE	Rated Power:	112 hp
Operator:	GEORGE WILLIAMS	Operating Certificate(s) Held:	

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	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	85° C / 0° C
Precipitation and Obscuration:			
Departure Point:	CUMBERLAND, MD	Type of Flight Plan Filed:	None
Destination:	CUMBERLAND, MD	Type of Clearance:	None
Departure Time:	1845	Type of Airspace:	

Airport Information

Airport:	MILLER FIELD (PVT)	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft	Runway Surface Condition:	Rough
Runway Used:	29	IFR Approach:	
Runway Length/Width:	2700 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
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):	Report Date:	08/01/1983
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).