



National Transportation Safety Board Aviation Accident Final Report

Location:	Franklin, KY	Accident Number:	NYC04CA020
Date & Time:	11/01/2003, 1715 EST	Registration:	N3264Z
Aircraft:	Piper PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While departing from a 2,000-foot long runway, the pilot over-rotated the airplane. The airplane initially climbed about 15 feet, but settled and landed hard back onto the runway. The airplane then veered 45 degrees to the right and came to rest inverted about 30 feet beyond the end of the runway.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: HARD LANDING
Phase of Operation: TAKEOFF - INITIAL CLIMB

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

2. TERRAIN CONDITION - GRASS

Factual Information

Pilot Information

Certificate:	Commercial	Age:	70, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/22/2002
Occupational Pilot:		Last Flight Review or Equivalent:	06/12/2002
Flight Time:	12000 hours (Total, all aircraft), 28 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3264Z
Model/Series:	PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-7213
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	04/17/2003, Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	27 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1128 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	Bomar Aviation Inc.	Rated Power:	150
Operator:	Charles Bomark	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BWG, 547 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1653 EST	Direction from Accident Site:	38°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.24 inches Hg	Temperature/Dew Point:	25°C / 18°C
Precipitation and Obscuration:			
Departure Point:	Franklin, KY (35KY)	Type of Flight Plan Filed:	None
Destination:	(35KY)	Type of Clearance:	None
Departure Time:	1715	Type of Airspace:	Class G

Airport Information

Airport:	Welcome Field (35KY)	Runway Surface Type:	Grass/turf
Airport Elevation:	695 ft	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	2000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	36.711111, -86.636111

Administrative Information

Investigator In Charge (IIC):	Robert J Gretz	Report Date:	03/02/2004
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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/ .		

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](#).