



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-------------|
| Location: | Norwood, MA | Accident Number: | MIA08CA071 |
| Date & Time: | 03/02/2008, 1547 EST | Registration: | N9182A |
| Aircraft: | Piper PA-38-112 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The flight crew was advised by air traffic control that the wind was from 320 degrees at 13 knots with gusts to 16 knots, and was cleared for a touch-and-go landing on runway 35. After touchdown with neutral aileron and rudder control input, the student glanced to remove carburetor heat and retract the flaps but looked outside of the cockpit and noted the airplane was moving towards the right side of the runway and was not lined up. The certified flight instructor took control of the airplane and attempted to correct but the right main landing gear collided with a snow bank at the right edge of the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the flightcrew to maintain directional control of the airplane.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: LANDING - ROLL

Findings

1. WEATHER CONDITION - CROSSWIND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

2. TERRAIN CONDITION - SNOWBANK
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - FLIGHTCREW

Factual Information

Flight Instructor Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Flight Instructor; Commercial | Age: | 68, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land; Single-engine Sea | Seat Occupied: | Right |
| Other Aircraft Rating(s): | Glider | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 3 With Waivers/Limitations | Last Medical Exam: | 07/01/2007 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | 03/01/2007 |
| Flight Time: | 14000 hours (Total, all aircraft), 100 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft) | | |

Student Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Student | Age: | 40, Male |
| Airplane Rating(s): | None | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 With Waivers/Limitations | Last Medical Exam: | 06/01/2007 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 140 hours (Total, all aircraft), 60 hours (Total, this make and model), 10 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------------|---|-----------------|
| Aircraft Manufacturer: | Piper | Registration: | N9182A |
| Model/Series: | PA-38-112 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | 38-82A0102 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | 02/01/2008, Continuous Airworthiness | Certified Max Gross Wt.: | 1670 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 11000 Hours | Engine Manufacturer: | Lycoming |
| ELT: | Installed, not activated | Engine Model/Series: | O-235-L2C |
| Registered Owner: | Plane Nonsense, Inc. | Rated Power: | 112 hp |
| Operator: | East Coast Aero Club | Air Carrier Operating Certificate: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|-------------------------------------|-------------------|
| Observation Facility, Elevation: | KOWD, 49 ft msl | Observation Time: | 1553 EST |
| Distance from Accident Site: | | Condition of Light: | Day |
| Direction from Accident Site: | | Conditions at Accident Site: | Visual Conditions |
| Lowest Cloud Condition: | Clear | Temperature/Dew Point: | 3°C / -11°C |
| Lowest Ceiling: | None | Visibility | 10 Miles |
| Wind Speed/Gusts, Direction: | 16 knots/ 23 knots, 310° | Visibility (RVR): | |
| Altimeter Setting: | 30.15 inches Hg | Visibility (RVV): | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Bedford, MA (KBED) | Type of Flight Plan Filed: | None |
| Destination: | Norwood, MA (KOWD) | Type of Clearance: | None |
| Departure Time: | 1530 | Type of Airspace: | |

Airport Information

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|-----------------------------|---------------------------------|----------------------------------|--------------|
| Airport: | Norwood Memorial Airport (KOWD) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 49 ft | Runway Surface Condition: | Dry |
| Runway Used: | 35 | IFR Approach: | None |
| Runway Length/Width: | 4008 ft / 100 ft | VFR Approach/Landing: | Touch and Go |

Wreckage and Impact Information

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|----------------------------|--------|----------------------------|-------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | | |

Administrative Information

Investigator In Charge (IIC): Timothy W Monville Adopted Date: 04/30/2008

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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