



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Madison, Ohio                        | <b>Accident Number:</b> | CEN16LA342  |
| <b>Date &amp; Time:</b>        | August 30, 2016, 19:50 Local         | <b>Registration:</b>    | N47164      |
| <b>Aircraft:</b>               | Fairchild M 62A-3                    | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Collision during takeoff/land        | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

The commercial pilot and one passenger departed in a vintage airplane from a private airstrip. During the takeoff, the airplane would not climb with full engine power, and it collided with trees about 1/2 mile from the end of the runway.

An examination of the airplane revealed that the flaps were in the "down" position. However, the Before Takeoff checklist stated, "flaps up," for takeoff. The pilot reported that he normally took off with one notch of flaps. It is likely that the pilot's failure to follow the Before Takeoff checklist and his use of the wrong flaps setting for takeoff degraded the airplane's climb performance.

## Probable Cause and Findings

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

The pilot's failure to follow the Before Takeoff checklist and his improper use of flaps during takeoff, which degraded the airplane's climb performance and resulted in a collision with trees.

## Findings

|                             |   |
|-----------------------------|---|
| <b>Aircraft</b>             | Climb rate - Attain/maintain not possible     |
| <b>Personnel issues</b>     | Use of checklist - Pilot                      |
| <b>Personnel issues</b>     | Use of equip/system - Pilot                   |
| <b>Environmental issues</b> | Tree(s) - Effect on operation                 |
| <b>Aircraft</b>             | Trailing edge flaps - Incorrect use/operation |

## Factual Information

### History of Flight

|                 |  |
|-----------------|--|
| Prior to flight | Miscellaneous/other                            |
| Prior to flight | Ground handling event                          |
| Initial climb   | Collision during takeoff/land (Defining event) |

On August 30, 2016, about 1950 eastern daylight time, a Fairchild M 62A-3 (PT-19) airplane, N47164, collided with tree while departing from a private strip near Madison, Ohio. The commercial rated pilot and passenger were not injured. The airplane was substantially damaged. The airplane was registered to DTD PT-19 LLC and operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which operated without a flight plan. The local flight was originating at the time of the accident.

According to information obtained by investigators, while departing the private strip, the airplane would not climb with full engine power. The airplane collided with trees about ½ mile from the end of the strip. Substantial damage was sustained to the fuselage and wings.

An examination of the airframe by the responding Federal Aviation Administration found no anomalies with the airframe. However, the flaps were found in the down or extended position. A review of the aircraft checklist, notes for takeoff: "flaps up". The pilot stated to the FAA inspector that he normally takes off with one notch of flaps.

The pilot did not submit a completed NTSB Form 6120.

### Pilot Information

|                           |                                       |                                   |               |
|---------------------------|---------------------------------------|-----------------------------------|---------------|
| Certificate:              | Commercial; Flight instructor         | Age:                              | 70,Male       |
| Airplane Rating(s):       | Single-engine land; Multi-engine land | Seat Occupied:                    |               |
| Other Aircraft Rating(s): | None                                  | Restraint Used:                   |               |
| Instrument Rating(s):     | Airplane                              | Second Pilot Present:             | No            |
| Instructor Rating(s):     | Airplane single-engine                | Toxicology Performed:             | No            |
| Medical Certification:    | Class 2 With waivers/limitations      | Last FAA Medical Exam:            | July 28, 2012 |
| Occupational Pilot:       |                                       | Last Flight Review or Equivalent: |               |
| Flight Time:              |                                       |                                   |               |

## Aircraft and Owner/Operator Information

|                                      |           |                                       |                |
|--------------------------------------|-----------|---------------------------------------|----------------|
| <b>Aircraft Make:</b>                | Fairchild | <b>Registration:</b>                  | N47164         |
| <b>Model/Series:</b>                 | M 62A-3   | <b>Aircraft Category:</b>             | Airplane       |
| <b>Year of Manufacture:</b>          | 1942      | <b>Amateur Built:</b>                 |                |
| <b>Airworthiness Certificate:</b>    | Normal    | <b>Serial Number:</b>                 | T-42-3041      |
| <b>Landing Gear Type:</b>            | Tailwheel | <b>Seats:</b>                         |                |
| <b>Date/Type of Last Inspection:</b> |           | <b>Certified Max Gross Wt.:</b>       |                |
| <b>Time Since Last Inspection:</b>   |           | <b>Engines:</b>                       | Reciprocating  |
| <b>Airframe Total Time:</b>          |           | <b>Engine Manufacturer:</b>           | Fairchild      |
| <b>ELT:</b>                          |           | <b>Engine Model/Series:</b>           | 6-440          |
| <b>Registered Owner:</b>             |           | <b>Rated Power:</b>                   | 200 Horsepower |
| <b>Operator:</b>                     | On file   | <b>Operating Certificate(s) Held:</b> | None           |

## Meteorological Information and Flight Plan

|   |                                  |   |                   |
|---|----------------------------------|---|-------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day               |
| <b>Observation Facility, Elevation:</b> | KHZY, 924 ft msl                 | <b>Distance from Accident Site:</b>         | 16 Nautical Miles |
| <b>Observation Time:</b>                | 19:53 Local                      | <b>Direction from Accident Site:</b>        | 93°               |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 10 miles          |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |                   |
| <b>Wind Speed/Gusts:</b>                | /                                | <b>Turbulence Type Forecast/Actual:</b>     | /                 |
| <b>Wind Direction:</b>                  |                                  | <b>Turbulence Severity Forecast/Actual:</b> | /                 |
| <b>Altimeter Setting:</b>               | 30.06 inches Hg                  | <b>Temperature/Dew Point:</b>               | 22°C / 19°C       |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                   |
| <b>Departure Point:</b>                 | Madison, OH                      | <b>Type of Flight Plan Filed:</b>           | None              |
| <b>Destination:</b>                     | Madison, OH                      | <b>Type of Clearance:</b>                   | None              |
| <b>Departure Time:</b>                  | 19:50 Local                      | <b>Type of Airspace:</b>                    |                   |

## Airport Information

|                             |                   |                                  |         |
|-----------------------------|-------------------|----------------------------------|---------|
| <b>Airport:</b>             | Private Strip PVT | <b>Runway Surface Type:</b>      |         |
| <b>Airport Elevation:</b>   | 678 ft msl        | <b>Runway Surface Condition:</b> | Unknown |
| <b>Runway Used:</b>         |                   | <b>IFR Approach:</b>             | None    |
| <b>Runway Length/Width:</b> |                   | <b>VFR Approach/Landing:</b>     | None    |

## Wreckage and Impact Information

|                            |        |                             |                           |
|----------------------------|--------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> | 1 None | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 41.792221,-81.058052(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Aguilera, Jason   |
| <b>Additional Participating Persons:</b> | Vincent Yerace; FAA FSDO; North Olmsted, OH   |
| <b>Original Publish Date:</b>            | January 25, 2018  |
| <b>Note:</b>                             | The NTSB did not travel to the scene of this accident.  |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=93933">https://data.nts.gov/Docket?ProjectID=93933</a> |

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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](#).