

2012 NTSB REPORTS

NTSB Identification: **WPR12CA095**

14 CFR Part 91: General Aviation

Accident occurred Saturday, February 04, 2012 in Forks, WA

Probable Cause Approval Date: 04/02/2012

Aircraft: ALON A2, registration: N5687F

Injuries: 2 Uninjured.

NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report.

The pilot planned on starting his airplane by turning the propeller by hand, because the airplane's battery was dead. After loading his passenger, he set the throttle and the parking brake, but he elected not to tie down the airplane or place chocks in front of its wheels. When he pulled the propeller through, the engine started immediately as he intended. However, he had placed the throttle in a position that resulted in a higher rpm than he expected. Due to the high rpm, the parking brake was unable to hold the airplane in position, and it started rolling forward with only the passenger inside. The pilot attempted to reenter the airplane, but he was unable to do so. Although the passenger was able to steer the airplane along the taxiway, she did not know how to stop it, and it eventually went through a fence and over an embankment. During the accident sequence, the fuselage and the wings were substantially damaged. According to the pilot, there were no malfunctions or anomalies with the parking brake system or the throttle mechanism.

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

The pilot's incorrect placement of the throttle prior to starting the airplane by hand. Contributing to the accident was that the pilot did not ensure that the airplane was restrained in a manner that would keep it from moving forward.

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The pilot, who due to a dead battery, planned on starting his airplane by hand-propping it. After loading his passenger, he set the throttle and the parking brake, but he elected not to tie the airplane down or place chocks in front of its wheels. When he pulled the propeller through, the engine started right up as he intended, but he had placed the throttle in a position that resulted in a higher RPM than he had expected. Due to the high RPM, the parking brake was unable to hold the airplane in position and it therefore started rolling forward with only the passenger inside. Although the pilot attempted to reenter the airplane, he was unable to do so. While the passenger was able to steer the airplane along the taxiway, she did not know how to stop it, and it eventually went through a fence and over an embankment. During the accident sequence both the fuselage and the wings were substantially damaged. According to the pilot, there was no malfunction or anomaly related to the parking brake system or the throttle mechanism.

NTSB Identification: **ERA12CA413**

14 CFR Part 91: General Aviation

Accident occurred Sunday, June 24, 2012 in Hurlock, MD

Probable Cause Approval Date: 11/07/2012

Aircraft: MOONEY M10, registration: N9542V

Injuries: 1 Minor.

NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report.

The pilot stated that he entered the airport traffic pattern for landing at the private airstrip. Aware of the unmarked power lines at the runway threshold, he used the top of one of the poles supporting the lines as a reference for altitude. After clearing the top of the pole, the pilot steepened his descent in order to land, but realized that additional power lines were still in the airplane's flight path. The pilot applied full engine power in an attempt to clear the power lines, but the airplane's landing gear struck the lines, and the airplane pitched downward. The airplane impacted the ground, which resulted in substantial damage to the right wing and fuselage. The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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

The pilot's failure to see and avoid power lines during final approach to landing.

ERA12CA413

This report was modified on October 29, 2012. Please see the docket for this accident to view the original report.

The pilot stated that he was in the airport traffic pattern prior to landing at the private airstrip. Aware of the unmarked power lines at the runway threshold, he used the top of the tower as a reference for altitude. After clearing the top of the tower, the pilot steepened his descent in order to land, but realized that additional power lines were still in the airplane's flight path. The pilot applied full engine power in an attempt to clear the power lines, but the airplane's landing gear struck the lines, and the airplane pitched downward. The airplane impacted the ground resulting in substantial damage to the right wing, and fuselage. The pilot reported there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

NTSB Identification: **WPR12CA330**
14 CFR Part 91: General Aviation
Accident occurred Saturday, July 28, 2012 in Compton, CA
Probable Cause Approval Date: 11/26/2012
Aircraft: ALON A2, registration: N5486E
Injuries: 1 Uninjured.

NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report.

The pilot stated immediately after the accident that during the landing flare, after he had reduced the power, the airplane ballooned with increasing oscillations and veered left off the runway. He applied left rudder to avoid another taxiing airplane and impacted a row of hangars. In a subsequent written statement, the pilot indicated that his right foot got caught between the rudder pedal and the control column cover during landing. In the process of freeing his foot, the airplane pitched up and down and veered off the runway; he "jammed" the left rudder to avoid a taxiing airplane, and the right wing of his airplane impacted a row of hangars. There were no preaccident mechanical malfunctions or failures that would have precluded normal operation of the airplane.

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

The pilot's failure to maintain directional control during landing.

WPR12CA330

The pilot stated to the NTSB investigator immediately after the accident that he had pulled off the power, and during the landing flare, the airplane ballooned with increasing oscillations veering left off the runway. He applied left rudder to avoid another taxiing airplane, and impacted a row of hangars. In a following written statement the pilot stated that during landing his right foot got caught between the rudder pedal and the control column cover. In the process of freeing his foot the airplane pitched up and down, veered off the runway, he applied left rudder to avoid a taxiing airplane, and impacted a row of hangars. The pilot stated that he airplane and engine had no preaccident mechanical malfunctions or failures that would have precluded normal operation.

NTSB Identification: **ERA13LA007**

14 CFR Part 91: General Aviation

Accident occurred Thursday, October 04, 2012 in Parkersburg, WV

Aircraft: ERCOUPE 415-C, registration: N93606

Injuries: 1 Uninjured.

NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report.

HISTORY OF FLIGHT

On October 4, 2012, about 1255 eastern daylight time, an Ercoupe 415-C, N93606, was substantially damaged during landing, at Mid-Ohio Valley Regional Airport (PKB), Parkersburg, West Virginia. The student pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the solo cross country instructional flight conducted under 14 Code of Federal Regulations Part 91, which departed Fairmont Municipal Airport (4G7), Fairmont, West Virginia.

ERA13LA007

HISTORY OF FLIGHT

On October 4, 2012, about 1255 eastern daylight time, an Ercoupe 415-C, N93606, was substantially damaged during landing, at Mid-Ohio Valley Regional Airport (PKB), Parkersburg, West Virginia. The student pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the solo cross country instructional flight conducted under 14 Code of Federal Regulations Part 91, which departed Fairmont Municipal Airport (4G7), Fairmont, West Virginia.

According to the student pilot, the first leg of his solo cross country flight was uneventful until he attempted to land on runway 21 at PKB. During the flare, as the airplane began to settle, he reduced power and the airplane "dropped". It touched down on the main landing gear, then the nose landing gear and then "hopped". The airplane then "came back down", touched down again, rolled about 50 feet and the nose wheel separated from the nose landing gear. The airplane then slid to a stop, on the nose landing gear wheel fork.

PILOT INFORMATION

According to Federal Aviation Administration (FAA) records, the student pilot was issued a student pilot certificate with third-class medical on February 14, 2012.

On April 30, 2012 the pilot received an endorsement to solo the Ercoupe 415-C, and on July 2, 2012, received an endorsement to make solo cross country flights.

AIRCRAFT INFORMATION

According to FAA and airplane maintenance records, the airplane was manufactured in 1946. The airplane's most recent annual inspection was completed on March 14, 2012 and at the time of the inspection; the airplane had

accrued 1,391 total hours of operation.

METEOROLOGICAL INFORMATION

The reported weather at PKB at 1253, included: winds from 230 degrees at 5 knots, 10 miles visibility, few clouds at 10,000 feet, temperature 23 degrees C, dew point 13 degrees C, and an altimeter setting of 30.20 inches of mercury.

AIRPORT INFORMATION

According to the Airport Facility Directory, PKB was controlled and had two runways oriented in a 03/21 and 10/28 configuration. Runway 21 was asphalt, grooved, and in good condition. It was 7,240 feet long and 150 feet wide. The threshold was displaced by 460 feet. The runway gradient was 0.7 percent and the runway was marked with precision markings.

WRECKAGE AND IMPACT INFORMATION

Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that both halves of the two piece nose wheel assembly had separated from each other and multiple fractures existed in both halves. Further examination of the airplane also revealed that the firewall and fuselage had incurred substantial damage.

TESTS AND RESEARCH

The pilot did not report any mechanical problems prior to the landing but, he advised that due to the age of the airplane, the nose wheel assembly may have failed due to fatigue.

Examination of the nose wheel assembly by the NTSB's Materials Laboratory revealed however, that the damage was consistent with a hard landing, as two of the three mounting holes in the outer rim were cracked, the fracture faces on the wheel rims revealed rough grainy surfaces, and the bearing inner race surface was dimpled, displayed mechanical damage, and deformation of the bearing cage, seal, and retainer.

The locknuts were also ineffective and relatively old, and could be removed from the wheel bolts without the aid of tools. Only slight resistance could be felt as the bolt entered the locking portion of the locknut. The exterior surface of the locknuts was also corroded, and the locking portion of the locknuts displayed a full form thread similar to the metal threads.

NTSB Identification: **CEN13FA081**

14 CFR Part 91: General Aviation

Accident occurred Thursday, November 29, 2012 in Blair, NE

Aircraft: ERCOUBE 415-C, registration: N720RC

Injuries: 1 Fatal.

NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report.

HISTORY OF FLIGHT

On November 29, 2012, about 1715 central standard time, an Ercoube 415-C (converted to a -D model), N720RC, collided with power lines and impacted parked trucks at Woodhouse Ford, Truck Mountain, 2546 S. Highway 30, just south of Blair, Nebraska. The pilot, the sole occupant on board, was deceased. The airplane was substantially damaged. The airplane was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed at the time of the accident, and

no flight plan had been filed. The flight originated from Scribner State Airport (KSCB), Scribner, Nebraska, about 1630, and was destined for KBTE.

CEN13FA081

HISTORY OF FLIGHT

On November 29, 2012, about 1715 central standard time, an Ercoupe 415-C (converted to a -D model), N720RC, collided with power lines and impacted parked trucks at Woodhouse Ford, Truck Mountain, 2546 S. Highway 30, just south of Blair, Nebraska. The pilot, the sole occupant on board, was deceased. The airplane was substantially damaged. The airplane was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed at the time of the accident, and no flight plan had been filed. The flight originated from Scribner State Airport (KSCB), Scribner, Nebraska, about 1630, and was destined for KBTE.

Six witnesses were interviewed by the Blair Police Department. The witnesses reported seeing a low-flying airplane strike power lines on the edge of the auto dealership parking lot with its landing gear. There was a flash of light, and the airplane descended nose down into some parked trucks. When the witnesses reached the airplane, there was no response from the pilot. One witness said there was a strong odor of fuel but he did not see any fuel leaking. The accident site was about 7.5 miles north of the Blair Municipal Airport (KBTE).

PERSONNEL (CREW) INFORMATION

The pilot, age 92, held a private pilot certificate with airplane single-engine land and rotorcraft-helicopter ratings. He was issued a limited third class airman medical certificate, dated June 28, 2011, that was valid for 12 calendar months. On his last application for medical certification, the pilot estimated he had accrued 5,400 hours total flight time. His last flight review was accomplished on April 22, 2012.

AIRCRAFT INFORMATION

N720RC (serial number 3658), a model 415-C (converted to a -D model), was manufactured by the Engineering and Research Corporation (ERCO), College Park, Maryland, in 1946. It was equipped with a used Continental C-75 engine (serial number 1263612) that was installed in 2002, driving a 2-blade, all-metal, fixed-pitch McCauley propeller.

The last annual inspection was performed on December 18, 2011, at a tachometer time of 679.69 hours. At that time, the airframe had accrued 1,132.4 hours total time. At the accident site, the tachometer read 706.50 hours, or 1,159.2 hours total airframe time, and 26.81 hours since the last annual inspection. The previous annual inspection was performed on March 2, 2000. The previous owner told FAA inspectors that the airplane had flown 300 hours in the past 35 years.

METEOROLOGICAL INFORMATION

Weather recorded at KBTA at 1715 was as follows: wind, 140 degrees at 4 knots; visibility, 10 statute miles; sky condition, clear; temperature, 9 degrees Celsius (C.); dew point, 2 degrees C.; altimeter, 29.92 inches of Mercury.

WRECKAGE AND IMPACT INFORMATION

The airplane struck power lines on a magnetic heading of 360 degrees. The nose landing gear was located 38 feet, and the right main landing gear was located 66 feet, from the power lines. The airplane impacted several parked trucks 130 feet from the power lines on a magnetic heading of 087 degrees.

MEDICAL AND PATHOLOGICAL INFORMATION

According to CAMI's toxicology report, no carbon monoxide, ethanol, or drugs were detected. Cyanide testing was not performed.

According to the autopsy report, death was attributed to severe coronary arteriosclerosis and atherosclerosis (quadruple vessel disease). Because of these findings, NTSB's medical officer was consulted. According to her report, arteriosclerosis was noted throughout the main coronary arteries. The main coronary artery, the anterior descending branch of the left coronary artery, and the right coronary artery had pinpoint lumens as a result of atherosclerotic plaques and the circumflex branch was completely occluded. According to the death certificate, the cause of death was severe coronary arteriosclerosis and atherosclerosis.

TESTS AND RESEARCH

On January 24, 2013, the engine was partially disassembled and examined at the facilities of Beegles Aircraft Service, Greeley, Colorado.

The oil dipstick was covered with black oil. Removal of the Nos. 1 and 3 spark plugs revealed normal wear. The bottom spark plugs were somewhat oil fouled. The rocker arms, push rods, cylinder heads, pistons, piston rings, connecting rods, crankshaft and camshaft were intact and were consistent with normal wear. The intake and exhaust valves were free. No anomalies were noted with the carburetor or air box. The oil screen was covered with thick black oil.

When Federal Aviation Administration inspectors examined the engine at the accident site, they found the spark plugs were fouled and the engine oil was black. They also found the primer was unlocked and said it had been so for some time. The engine was only 26.8 hours since the last annual inspection. The annual inspection did not note an oil change.