



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ATMORE, AL	<b>Accident Number:</b>	ATL83AA235
<b>Date &amp; Time:</b>	06/21/1983, 2331 CDT	<b>Registration:</b>	N2960Q
<b>Aircraft:</b>	CESSNA 421A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	8 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

ABOUT 20 MINS AFTER TAKEOFF THE PLT REPORTED THE RIGHT ENG HAD LOST POWER & THE ACFT WOULD NOT MAINTAIN ALT. VECTORS WERE PROVIDED FOR AN EMERGENCY LANDING, BUT THE ACFT CRASHED IN A WOODED AREA ABOUT 3 MI FROM THE ARPT. THERE WAS EVIDENCE THAT THE GEAR & FLAPS HAD BEEN EXTENDED & THE ACFT HAD ENTERED A TURN BEFORE IMPACTING. BOTH PROPS HAD EVIDENCE OF LOW TO MODERATE POWER & NEITHER WAS FEATHERED. AN EXAM REVEALED UNSYMMETRICAL WEAR ON THE BLADES OF THE RIGHT TURBOCHARGER; ITS THRUST SPACER, PN 406990-9004, WAS WORN & THERE WAS EVIDENCE OF OIL LEAKAGE. THE 13 QT, RIGHT ENG OIL SYS HAD ONLY 6.85 QTS OF OIL REMAINING. BOTH TURBOCHARGERS HAD BEEN INSTALLED DURING AN ANNUAL INSPECTION IN APRIL 1983 & PREVIOUSLY HAD BEEN OVERHAULED. THE ACFT WAS ESTIMATED TO BE 844 LBS OVER ITS MAX WT LIMIT & THE AFT CG LIMIT WAS EXCEEDED BY ABOUT 4.8 INCHES. SIX OF THE PASSENGERS WERE NOT RESTRAINED BY SEAT BELTS. AN ASSOCIATE ESTIMATED THAT THE PLT HAD ONLY 4 TO 6 HRS OF REST IN THE PREVIOUS 3 TO 4 DAYS.

## Probable Cause and Findings

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

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: CLIMB - TO CRUISE

### Findings

1. (F) EXHAUST SYSTEM, TURBOCHARGER - WORN
2. (F) MAINTENANCE - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (F) FLUID, OIL - LEAK
4. (F) EXHAUST SYSTEM, TURBOCHARGER - FAILURE, PARTIAL
5. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

### Findings

6. (F) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
7. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
8. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
9. SEAT BELT - NOT USED - PASSENGER

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Occurrence #3: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH

### Findings

10. (F) LIGHT CONDITION - DARK NIGHT
11. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
12. (F) FATIGUE - PILOT IN COMMAND
13. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
14. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
15. (C) GEAR EXTENSION - PREMATURE - PILOT IN COMMAND
16. (F) LOWERING OF FLAPS - PREMATURE - PILOT IN COMMAND
17. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #4: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

18. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/18/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4150 hours (Total, all aircraft), 100 hours (Total, this make and model), 4073 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2960Q
<b>Model/Series:</b>	421A 421A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	421A
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	04/30/1983, Annual	<b>Certified Max Gross Wt.:</b>	6840 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	877 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	GTSIO-520-D
<b>Registered Owner:</b>	MID SOUTH AIRCRAFT SALES	<b>Rated Power:</b>	375 hp
<b>Operator:</b>	E. MASON ADOM	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>	ODOM FLYING SERVICE	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PNS, 121 ft msl	Distance from Accident Site:	38 Nautical Miles
Observation Time:	1747 CDT	Direction from Accident Site:	155°
Lowest Cloud Condition:	Scattered / 1000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23° C / 22° C
Precipitation and Obscuration:			
Departure Point:	PENSACOLA, FL (PNS)	Type of Flight Plan Filed:	IFR
Destination:	ST. LOUIS, MO (STL)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	ATMORE MUNI (OR1)	Runway Surface Type:	
Airport Elevation:	284 ft	Runway Surface Condition:	
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4925 ft / 80 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	7 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	8 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JOHN B DRAKE	Report Date:	
Additional Participating Persons:	CYNTHIA L BOWMAN; ATLANTA, GA JOHN WOODS; BIRMINGHAM, AL JAMES NASH; BIRMINGHAM, AL JOHN V MOELLER; MOBILE, AL		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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