



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	CHESAPEAKE, OH	<b>Accident Number:</b>	ATL85FA224
<b>Date &amp; Time:</b>	07/27/1985, 1145 EDT	<b>Registration:</b>	N100HA
<b>Aircraft:</b>	AERO COMMANDER 680-FP	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

---

## Analysis

AS NEAR AS CAN BE DETERMINED, THIS WAS THE PLT'S SECOND FLT SINCE OBTAINING HIS MULTI ENGINE RATING AND THIRD FLT SINCE OBTAINING HIS COM'L PLT CERTIFICATE FROM A DESIGNATED P.E. THE ACFT WAS OBSERVED TO DEPART LAWRENCE CO. ARPT AND UPON REACHING A POINT OVER THE RWY END, AN ENGINE STARTED MAKING A POPPING SOUND. THE PLT RADIOED ON UNICOM THAT HE WAS HAVING TROUBLE WITH THE ACFT. THE ACFT CLIMBED TO AN ESTIMATED 500 FT AND A LEFT TURN AWAY FROM THE OHIO RIVER AND TOWARD THE HILLS WAS STARTED. WITNESSES OBSERVED ACFT PORPOISE IN FLT AND SAID THAT AT LEAST ONCE IT SOUNDED AS IF BOTH ENGINES QUIT MOMENTARILY THEN RESTARTED. THEN ACFT ROLLED INTO LEFT BANK AND STRUCK TREES ON RIDGETOP.

## 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) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) ENGINE ASSEMBLY, OTHER - ERRATIC
2. (C) THROTTLE/POWER CONTROL - INADEQUATE - PILOT IN COMMAND
3. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. (F) INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - FAA(ORGANIZATION)
5. (C) EMERGENCY PROCEDURE - NOT USED - PILOT IN COMMAND
6. (F) EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
7. (F) INSUFF STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
8. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
9. (C) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
10. (C) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
11. (F) INADEQUATE TRAINING - PILOT IN COMMAND
12. (C) PRESSURE - PILOT IN COMMAND
13. (C) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

### Findings

14. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
15. (C) PROPELLER FEATHERING - NOT IDENTIFIED - PILOT IN COMMAND
16. (F) OBJECT - TREE(S)
17. (C) JUDGMENT - POOR - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/21/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AERO COMMANDER	<b>Registration:</b>	N100HA
<b>Model/Series:</b>	680-FP 680-FP	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	680F-1184-96
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	03/11/1985, Annual	<b>Certified Max Gross Wt.:</b>	8000 lbs
<b>Time Since Last Inspection:</b>	7 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3484 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	IGSO-540-B1A
<b>Registered Owner:</b>	MCSWEENEY'S MILL AND MINE SERV	<b>Rated Power:</b>	380 hp
<b>Operator:</b>	MCSWEENEY'S MILL AND MINE SERV	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HTS, 828 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1150 EDT	Direction from Accident Site:	227°
Lowest Cloud Condition:	Scattered / 3500 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 17° C
Precipitation and Obscuration:			
Departure Point:	CHESAPEAKE, OH (HTW)	Type of Flight Plan Filed:	None
Destination:	COLUMBUS, OH (CMH)	Type of Clearance:	None
Departure Time:	1140 CDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WALTER G STINER	Report Date:	
Additional Participating Persons:	RONALD E FERGUSON; CINCINNATI, OH		
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> .		

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](#).