



National Transportation Safety Board Aviation Accident Final Report

Location:	CHECOTAH, OK	Accident Number:	FTW85FA010
Date & Time:	10/09/1984, 1140 CST	Registration:	N81502
Aircraft:	Rockwell 695A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

THE PILOT ALLOWED THE AIRCRAFT TO STALL AT AN ALTITUDE WHICH WAS TOO LOW TO EFFECT RECOVERY BEFORE GROUND IMPACT OCCURRED. HE WAS IN THE PROCESS OF PERFORMING VMC TEST AND MAXIMUM PERFORMANCE SINGLE ENGINE CLIMBS DURING THE TEST FLIGHT. WITNESS DESCRIPTION OF THE AIRCRAFTS MOVEMENTS AT THE BEGINNING OF THE ACCIDENT SEQUENCE SUGGESTS THAT THE VMC TEST WERE IN PROGRESS IMMEDIATELY BEFORE THE ACCIDENT OCCURRED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/15/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	11098 hours (Total, all aircraft), 447 hours (Total, this make and model), 140 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	Registration:	N81502
Model/Series:	695A 695A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	96000
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	10/06/1984, 100 Hour	Certified Max Gross Wt.:	9000 lbs
Time Since Last Inspection:	10 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	778 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE331-10
Registered Owner:	GAC CORP.	Rated Power:	750 hp
Operator:	GAC CORP.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MCL, 800 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	1050 CST	Direction from Accident Site:	190°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 17° C
Precipitation and Obscuration:			
Departure Point:	BETHANY, OK (PWA)	Type of Flight Plan Filed:	None
Destination:	BETHANY, OK (PWA)	Type of Clearance:	None
Departure Time:	0935 CST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	J O JOHNSON	Report Date:	
Additional Participating Persons:	W E COLVIN; OKLAHOMA CITY, OK BOB CATES; OKLAHOMA CITY, OK DAVID KEEGAN; PHOENIX, AZ		
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 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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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](#).