



Aviation Investigation Factual Report

Location:	SURPRISE, Arizona	Accident Number:	LAX00LA044
Date & Time:	November 29, 1999, 14:05 Local	Registration:	N48WT
Aircraft:	Cessna 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Factual Information

On November 29, 1999, about 1405 hours mountain standard time, a Cessna 152, N48WT, collided with the ground during takeoff from an open field in Surprise, Arizona, about 15 miles northwest of Glendale, Arizona. The airplane, operated by The Global Group, Inc., Glendale, was substantially damaged. The pilot, who held a commercial certificate for single engine airplanes, was not injured. The positioning flight, conducted under the provisions of 14 CFR Part 91, was originating at the time of the accident and was en route to Glendale. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot is the chief pilot of a 14 CFR Part 141 flight school in Glendale. He reported that on November 26, a renter pilot had been returning to Glendale and had made an emergency landing in the field after running out of fuel. The renter pilot reported that there was no damage to the airplane or to the occupants. The airplane sat in the field unattended over the weekend. The chief pilot and his mechanic went out to assess the damage, and none was found.

The purpose of the accident flight was to transport the airplane back to Glendale. The pilot reported that they moved the airplane to a dirt road next to the field and put in about 17 gallons of fuel. He performed a preflight and control check, during which he noted no discrepancies. He took off with 10 degrees of flaps and rotated at 55 knots after an approximate 1,250-foot ground roll. The pilot stated that the climbout seemed normal.

He pushed the nose of the airplane over a few degrees and noted that the airspeed was adequate. The airplane started turning left. The pilot applied right rudder and aileron but was not able to stop the turn. He stated that his airspeed was in the 50-knot range, but about 35 to 40 feet agl, the airplane began to settle while still in an 18- to 20-degree left bank. The stall warning indicator did not activate at any time. The left wing tip impacted the ground, followed by the nose of the airplane. The aircraft nosed over and came to rest inverted.

The pilot reported that he didn't hear anything unusual during the accident flight. The mechanic witnessed the accident and reported that he didn't hear anything unusual. He saw the airplane bank left after takeoff, then impact the ground.

The pilot stated that the winds seemed to alternate from calm to light and variable around the time of the accident.

A Federal Aviation Administration inspector from the Scottsdale Flight Standards District Office examined the airplane following the accident. He reported that the ailerons, flaps, and rudders operated normally. No mechanical discrepancies were found with the flight controls or the engine.

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer	Age:	36,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane; Instrument helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 5, 1999
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6600 hours (Total, all aircraft), 150 hours (Total, this make and model), 6400 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N48WT
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15283366
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 24, 1999 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	9510 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	CHASEN CORPORATION	Rated Power:	115 Horsepower
Operator:	THE GLOBAL GROUP INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GEU ,1066 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	13:50 Local	Direction from Accident Site:	130°
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	GLENDALE (GEU)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.639301,-112.380065(est)

Administrative Information

Investigator In Charge (IIC): Mars, Noelani

Additional Participating Persons: STEVE D'URSO; SCOTTSDALE, AZ

Report Date: April 21, 2001

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=47828>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).