



# Aviation Investigation Final Report

<b>Location:</b>	CHESAPEAKE, Virginia	<b>Accident Number:</b>	BF085LA043
<b>Date &amp; Time:</b>	May 6, 1985, 08:45 Local	<b>Registration:</b>	N2034V
<b>Aircraft:</b>	CESSNA 140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE STUDENT PLT WAS MAKING A TAKEOFF FROM RWY 20 WITH AN ESTIMATED 10 KT RIGHT X-WIND. AFTER ABOUT 800 FT OF GROUND RUN, THE ACFT LIFTED OFF AT APRX 65 MPH. AT AN ALT OF ABOUT 30 FT, THE ACFT BEGAN TO SETTLE IN A LEFT DRIFT AS IT FLEW ABEAM TREES ON THE RIGHT SIDE OF THE RWY. AT THIS POINT, THE INSTRUCTOR TOOK CONTROL OF THE ACFT, BUT COULD NOT ARREST THE DRIFT OR SINK RATE. HE ELECTED TO TURN LEFT INTO A FIELD ON THE LEFT SIDE OF THE RWY TO AVOID TREES & A DITCH. THE ACFT TOUCHED DOWN IN THE FIELD & THE RIGHT MAIN GEAR SEPARATED FROM THE FUSELAGE. THE ACFT THEN GROUND LOOPED TO THE RIGHT & CAME TO REST INVERTED AFTER SKIDDING ABOUT 50 FT.

## 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: TAKEOFF - INITIAL CLIMB

#### Findings

1. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. (F) WEATHER CONDITION - CROSSWIND

3. (F) WEATHER CONDITION - UNFAVORABLE WIND
  4. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - DUAL STUDENT
  5. (C) AIRCRAFT HANDLING - NOT MAINTAINED - DUAL STUDENT
  6. (C) SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

Findings

7. OBJECT - TREE(S)
  8. MANEUVER - PERFORMED - PILOT IN COMMAND(CFI)
  9. REMEDIAL ACTION - DELAYED
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Occurrence #3: MAIN GEAR COLLAPSED  
Phase of Operation: OTHER

Findings

10. LANDING GEAR,MAIN GEAR - OVERLOAD
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Occurrence #4: NOSE OVER  
Phase of Operation: OTHER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical—no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 25, 1984
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	812 hours (Total, all aircraft), 370 hours (Total, this make and model), 676 hours (Pilot In Command, all aircraft), 59 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2034V
<b>Model/Series:</b>	140 140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	14247
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 1, 1984 100 hour	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>	84 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2200 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C-85-12-F
<b>Registered Owner:</b>	DAVID R. STITZLEIN	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PHF ,43 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	08:00 Local	<b>Direction from Accident Site:</b>	331°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(W33 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SOUTH NORFOLK W33	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	20 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	20	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2575 ft / 80 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	36.799228,-76.419921(est)

## Administrative Information

**Investigator In Charge (IIC):** Richardson, Brian

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=11176>

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