



Aviation Investigation Final Report

Location:	CAMBRIDGE, Maryland	Accident Number:	BF087LA045
Date & Time:	July 6, 1987, 11:15 Local	Registration:	N5775V
Aircraft:	BEECH A23-19	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHEN THE AIRCRAFT FAILED TO START THE PILOT SET THE THROTTLE, INSURED THE AIRCRAFT WAS TIED DOWN AND ATTEMPTED TO START THE AIRCRAFT BY HAND PROPPING. THE AIRCRAFT STARTED IMMEDIATELY, BROKE BOTH TIE-DOWN ROPES, TRAVELED ACROSS THE FIELD INTO A DITCH AND SUBSTANED SUBSTANTIAL DAMAGE. THE TIE-DOWN ROPES WERE MADE OF POLYPROPYLENE AND HAD WEAKENED WITH YEARSOF EXPOSURE TO THE SUN. THEY HAVE BEEN REPLACED WITH NYLON 3/8 INCH TIE-DOWN ROPES.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: STANDING - STARTING ENGINE(S)

Findings

1. (C) STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
2. (C) TIE DOWN - INADEQUATE
3. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 24, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	700 hours (Total, all aircraft), 600 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N5775V
Model/Series:	A23-19 A23-19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	MB49
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4500 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2C
Registered Owner:	HERMAN ALBERT SCHLILTIES	Rated Power:	150 Horsepower
Operator:	HERMAN ALBERT SCHULTEIS	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:	BWI ,146 ft msl	Distance from Accident Site:	49 Nautical Miles
Observation Time:	11:00 Local	Direction from Accident Site:	329°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	15 miles
Lowest Ceiling:	Overcast	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 19°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	GETTYSBURG , PA	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CAMBRIDGE-DORCHESTER CGE	Runway Surface Type:	Asphalt
Airport Elevation:	20 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	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:	38.560546,-76.069847(est)

Administrative Information

Investigator In Charge (IIC):	Dickinson, AI
Additional Participating Persons:	HERMAN V KLIPA; BALTIMORE , MD JOHN T PETROU; BALTIMORE , MD
Original Publish Date:	April 24, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=11327

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