



# Aviation Investigation Final Report

<b>Location:</b>	BIG PINEY, Wyoming	<b>Accident Number:</b>	DEN83LA117
<b>Date &amp; Time:</b>	May 22, 1983, 15:50 Local	<b>Registration:</b>	N3726H
<b>Aircraft:</b>	AIRCOUPE 415-C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT WAS PRACTICING A SHORT FIELD TAKEOFF. HOWEVER, HE HELD THE ELEVATOR FULL BACK DURING THE TAKEOFF ROLL UNTIL THE ACFT WAS 50 FT AGL, AND THEN ONLY RELEASED IT SLIGHTLY. ACCORDING TO THE PILOT, AIRSPEED WAS 47 MPH AT 50 FT AND ABOUT 57 MPH AT 70 FT. THEN THE ACFT NOSE FELL AND THE ACFT STARTED TO SINK RAPIDLY. THE PILOT THEN TRIED TO PICK UP AIRSPEED AND RECOVER BUT THE ACFT CONTINUED TO SETTLE. JUST BEFORE GROUND IMPACT THE PILOT SAID HE APPLIED BACK ELEVATOR WITH NO RESPONSE. THE ACFT HIT ON THE NOSE GEAR, BOUNCED AND NOSED OVER AS IT LEFT THE RWY. THE BEST ANGLE OF CLIMB AIRSPEED (VX) IS 70 KNOTS.

## 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. (C) PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND
2. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. (F) STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: HARD LANDING  
Phase of Operation: TAKEOFF - INITIAL CLIMB

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Occurrence #3: NOSE OVER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 2, 1981
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	222 hours (Total, all aircraft), 67 hours (Total, this make and model), 145 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AIRCOUPE	<b>Registration:</b>	N3726H
<b>Model/Series:</b>	415-C 415-C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	4351
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 28, 1982 Annual	<b>Certified Max Gross Wt.:</b>	1440 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1529 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	C75-12F
<b>Registered Owner:</b>	JAMES ROWLEY	<b>Rated Power:</b>	75 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>	BPI ,6974 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	15:00 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	7000 ft AGL	<b>Visibility</b>	100 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	315°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	17°C / -3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:50 Local	<b>Type of Airspace:</b>	Airport advisory area

## Airport Information

<b>Airport:</b>	BIG PINEY BPI	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6974 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4400 ft / 75 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	42.539459,-110.109542(est)

## Administrative Information

**Investigator In Charge (IIC):**      Winningham, Fred

**Additional Participating  
Persons:**

**Original Publish Date:**

**Last Revision Date:**

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

**Note:**

**Investigation Docket:**         <https://data.nts.gov/Docket?ProjectID=16078>

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