



# Aviation Investigation Final Report

<b>Location:</b>	DENISON, Texas	<b>Accident Number:</b>	FTW92LA012
<b>Date &amp; Time:</b>	October 20, 1991, 15:50 Local	<b>Registration:</b>	N8560H
<b>Aircraft:</b>	NORTH AMERICAN NAVION	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

ACCORDING TO THE PILOT AND WITNESSES, THE AIRPLANE FAILED TO ESTABLISH AN ADEQUATE CLIMB FOLLOWING INITIAL LIFTOFF. IT CLEARED 20 FOOT TREES AT THE END OF THE RUNWAY, BUT DID NOT CLEAR A 30 FOOT POWER POLE CROSS BAR AND WIRES. THE TAKEOFF WAS ATTEMPTED IN CALM WINDS FROM A 1,500 FOOT SOD STRIP THAT HAD AN UPHILL SLOPE. PERFORMANCE DATA INDICATED THAT FOR THE CONDITIONS THAT EXISTED AT THE TIME, THE AIRPLANE REQUIRED AN 875 FOOT GROUND RUN AND 1,775 FEET TO CLEAR A 50 FOOT OBSTACLE. THE AIRPLANE STRUCK THE POWER POLE 1800 FEET FROM THE DEPARTURE END OF THE RUNWAY. THE PERFORMANCE DATA DID NOT TAKE INTO ACCOUNT THE SOD RUNWAY OR THE UPSLOPE. THE PILOT SAID IN HIS REPORT THAT GIVEN THE OPPORTUNITY TO DO IT AGAIN, HE WOULD NOT HAVE ATTEMPTED THE TAKEOFF UNDER THE SAME CONDITIONS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE EXCEEDING OF THE AIRPLANE'S TAKEOFF PERFORMANCE CAPABILITY BY THE PILOT'S INADEQUATE PREFLIGHT PREPARATION..

### Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. OBJECT - UTILITY POLE
2. (C) AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
3. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 16, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1100 hours (Total, all aircraft), 185 hours (Total, this make and model), 1040 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	NORTH AMERICAN	<b>Registration:</b>	N8560H
<b>Model/Series:</b>	NAVION NAVION	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	NAV-4-612
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 11, 1991 Annual	<b>Certified Max Gross Wt.:</b>	2750 lbs
<b>Time Since Last Inspection:</b>	1 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4210 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	E-185-11
<b>Registered Owner:</b>	DEAN S. EMERSON	<b>Rated Power:</b>	185 Horsepower
<b>Operator:</b>	DEAN S. EMERSON	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken / 15000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 9°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>	15:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	KIDD TX12	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	700 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1550 ft / 60 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	33.749359,-96.560844(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wandel, Warren
<b>Additional Participating Persons:</b>	RICHARD NANCE; DALLAS , TX
<b>Original Publish Date:</b>	April 8, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=18401">https://data.nts.gov/Docket?ProjectID=18401</a>

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