



# Aviation Investigation Final Report

<b>Location:</b>	CARLISLE, Arkansas	<b>Accident Number:</b>	FTW90LA148
<b>Date &amp; Time:</b>	July 28, 1990, 06:15 Local	<b>Registration:</b>	N4609P
<b>Aircraft:</b>	WSK PZL Mielec PZL-M-18	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

## Analysis

THE AG PILOT, WITH AN EMPTY AIRPLANE, ON TAKEOFF ON A SHORT STRIP, SAW THE TACHOMETER OVERSPEED. HE ABORTED THE TAKEOFF BUT WAS UNABLE TO STOP ON THE ROUGH/UNEVEN SURFACE. HE SAID THAT WHEN THE END OF THE RUNWAY GOT CLOSER, THE SURFACE GOT BETTER, AND HE APPLIED FULL BRAKING ACTION, AND THE AIRPLANE FLIPPED FORWARD TO THE INVERTED POSITION. THE OWNER PUT THE TACHOMETER IN ANOTHER AIRPLANE AND IT OPERATED NORMALLY. OPERATOR OF ENGINE OVERHAUL SHOP CONTACTED MANUFACTURER FOR SPECIAL INSTRUCTIONS FOR INSPECTING FOR ENGINE OVERSPEED. MANUFACTURER REPLIED THAT ENGINE OVERSPEED NOT POSSIBLE WITH THIS ENGINE/PROPELLER COMBINATION DUE TO INTERNAL CONSTRUCTION OF PROPELLER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S INITIATION OF THE ABORT WITH EXCESS AIRSPEED. A CONTRIBUTING FACTOR WAS THE ENGINE TACHOMETER OVERSPEED.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (F) ENGINE INSTRUMENTS, TACHOMETER - OVERSPEED
2. REASON FOR OCCURRENCE UNDETERMINED
3. (C) ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
4. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND

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Occurrence #2: NOSE OVER

Phase of Operation: TAKEOFF - ABORTED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 29, 1990
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3971 hours (Total, all aircraft), 535 hours (Total, this make and model), 3772 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	WSK PZL Mielec	<b>Registration:</b>	N4609P
<b>Model/Series:</b>	PZL-M-18 PZL-M-18	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	12012-08
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	March 16, 1990 Annual	<b>Certified Max Gross Wt.:</b>	9260 lbs
<b>Time Since Last Inspection:</b>	430 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	880 Hrs	<b>Engine Manufacturer:</b>	PZL Mielec
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	ASZ-621R-M18
<b>Registered Owner:</b>	ALMOND, JOHN A. SR.	<b>Rated Power:</b>	967 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>	ALMOND, JOHN A. JR.	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dawn
<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>	Clear	<b>Visibility</b>	4 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(NONE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	06:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	MURRAY AIRSTRIP	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	240 ft msl	<b>Runway Surface Condition:</b>	Rough
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1800 ft / 75 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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	34.779552,-91.739471(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Roth, Eugene
<b>Additional Participating Persons:</b>	EARL NEWBERRY; LITTLE ROCK , AR
<b>Original Publish Date:</b>	October 2, 1992
<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=23163">https://data.nts.gov/Docket?ProjectID=23163</a>

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