



Aviation Investigation Final Report

Location:	YULEE, Florida	Accident Number:	MIA83LA166
Date & Time:	June 24, 1983, 19:15 Local	Registration:	N2045H
Aircraft:	Ercoupe (Eng & Research Corp.) 415-C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT DURING TAKEOFF, THE ACFT ENTERED A 'RIGHT TURN' AFTER IT HAD CLIMBED APPX 25 FT ABOVE THE RWY. REPORTEDLY, FULL CONTROL INPUTS TO THE LEFT FAILED TO CORRECT THE RIGHT BANK. WHEN THE PLT SAW THE ACFT HEADING FOR TREES TO THE RIGHT, HE CLOSED THE THROTTLE. HOWEVER, THE ACFT COLLIDED WITH THE TREES. A POST CRASH INSPECTION OF THE FLT CONTROLS REVEALED NO EVIDENCE OF A PREIMPACT PROBLEM. THE ACFT WAS ESTIMATED TO BE 67 LBS OVER ITS MAX ALLOWABLE GROSS WEIGHT LIMIT. THE OWNER STATED THAT THE PLT DID NOT HAVE PERMISSION TO FLY THE ACFT.

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) STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Findings

4. (F) ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
5. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	23, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 2, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	636 hours (Total, all aircraft), 9 hours (Total, this make and model), 530 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe (Eng & Research Corp.)	Registration:	N2045H
Model/Series:	415-C 415-C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2668
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	December 26, 1982 Annual	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:	32 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1470 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	C-75
Registered Owner:	DAVID R. MILLS	Rated Power:	75 Horsepower
Operator:	RICHARD S. YATES	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:	JAX ,30 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	19:49 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	FERNANDINA BCH., FL (55J)	Type of Clearance:	None
Departure Time:	19:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	FLYING A RANCH 62J	Runway Surface Type:	Grass/turf
Airport Elevation:	25 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	2000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.630754,-81.570175(est)

Administrative Information

Investigator In Charge (IIC): Kennedy, Jeffrey

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=30902>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).