



Aviation Investigation Final Report

Location:	WYNNE, Arkansas	Accident Number:	MKC86LA137
Date & Time:	July 2, 1986, 11:00 Local	Registration:	N4685B
Aircraft:	WSK PZL Mielec PZL-M-18	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PLT STATED THAT HE HAD BEEN FERTILIZING RICE CROPS THE MORNING PRIOR TO THE ACCIDENT FLT AND THAT THERE WAS NOTHING WRONG WITH THE ACFT. HE FURTHER STATED THAT ON THE ACCIDENT FLT HE HAD ALREADY INITIATED THE TAKEOFF ROLL, WHEN HE REALIZED THAT THE FLT CONTROLS WERE LOCKED. ACCORDING TO THE PLT, BY THE TIME HE UNLOCKED THE CONTROLS THE ACFT HAD BECOME AIRBORNE AND HAD ESTABLISHED ITSELF IN A CRITICAL ATTITUDE FROM WHICH HE COULD NOT RECOVER.

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

Findings

1. FLIGHT CONTROL SURFACES/ATTACHMENTS - LOCKED
 2. (F) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 3. (F) INATTENTIVE - PILOT IN COMMAND
 4. (C) REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
 5. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

6. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
7. (C) DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 26, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4573 hours (Total, all aircraft), 985 hours (Total, this make and model), 4373 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WSK PZL Mielec	Registration:	N4685B
Model/Series:	PZL-M-18 PZL-M-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1Z012-10
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	February 25, 1986 Annual	Certified Max Gross Wt.:	9260 lbs
Time Since Last Inspection:	99 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1000 Hrs	Engine Manufacturer:	WSK
ELT:	Not installed	Engine Model/Series:	ASZ621R-16
Registered Owner:	WILLIAM P. HESS	Rated Power:	967 Horsepower
Operator:		Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	32°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WYNNE , AR	Type of Flight Plan Filed:	None
Destination:	WYNNE , AR	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 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:	35.230579,-90.779342(est)

Administrative Information

Investigator In Charge (IIC): Vargas, Ramon

Additional Participating Persons: THOMAS K GLISTA; LITTLE ROCK , AR

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34202>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).