



Aviation Investigation Final Report

Location:	MANCHESTER, New Hampshire	Accident Number:	NYC89LA112
Date & Time:	April 3, 1989, 14:30 Local	Registration:	N2520Z
Aircraft:	CHAMPION 8KCAB	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT OF THE DECATHLON STATED THAT SHE HAD WARMED UP THE ENGINE AND WAS ATTACHING THE OVER-THE-SHOULDER STRAP FROM THE REAR ATTACHING POINT. AS SHE PULLED THE STRAP TO FASTEN IT, USING AN UNDERHAND MOTION, THE AIRCRAFT 'LURCHED FORWARD AT FULL THROTTLE'. THE TAIL WHEEL WAS COCKED OFF TO THE RIGHT, SO THE AIRCRAFT WENT TO THE RIGHT AT FULL THROTTLE AND CAUGHT THE REAR OF A PIPER PA-32R'S LEFT WING. THE PILOT SAID THAT THE SHOULDER STRAP HAD CAUGHT ON THE REAR POWER QUADRANT AND ADVANCED IT TO FULL THROTTLE WHEN SHE PULLED ON IT TO FASTEN IT. THE DAY FOLLOWING THE ACCIDENT A STATE AERONAUTICS COMMISSION REPRESENTATIVE ATTEMPTED TO DUPLICATE THE ACCIDENT AS DESCRIBED BY THE PILOT AND WAS UNABLE TO DO SO.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF CONTROL AND COLLISION WITH A PARKED AIRCRAFT DUE TO THE INADVERTENT APPLICATION OF THE THROTTLE THAT TOOK PLACE AS THE PILOT WAS FASTENING THE OVER THE SHOULDER SAFETY HARNESS WHILE WARMING THE ENGINE IN PREPARATION FOR DEPARTURE.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

1. (F) THROTTLE/POWER LEVER - ENTANGLED
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) THROTTLE/POWER CONTROL - INADVERTENT ACTIVATION - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI

Findings

4. (F) OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	44, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	December 14, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1301 hours (Total, all aircraft), 449 hours (Total, this make and model), 1113 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N2520Z
Model/Series:	8KCAB 8KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	336-77
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	May 18, 1988 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1571 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-C2E
Registered Owner:	KENNETH R GRANT	Rated Power:	180 Horsepower
Operator:	CAROL GRANT	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	MANCHESTER	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		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:	

Administrative Information

Investigator In Charge (IIC): Densley, Reuben

Additional Participating Persons: ; PORTLAND , ME

Original Publish Date: May 22, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=36392>

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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](#).