



Aviation Investigation Final Report

Location:	PLYMOUTH, New Hampshire	Accident Number:	NYC89LA180
Date & Time:	August 2, 1989, 19:30 Local	Registration:	N39752
Aircraft:	WACO UPF-7	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT PERFORMED A PREFLIGHT AND A THOROUGH INSPECTION OF THE AIRCRAFT PRIOR TO TAKEOFF. DURING TAKEOFF, THE AIRCRAFT ACCELERATED NORMALLY, BUT THE PILOT STATED THAT IT FELT SLUGGISH AFTER LIFT OFF, SO HE IMMEDIATELY CUT THE POWER AND ABORTED THE TAKEOFF. AFTER TOUCHDOWN, THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY, STRUCK A DRAINAGE DITCH AND NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF DIRECTIONAL CONTROL DURING AN ABORTED TAKEOFF. THE DITCH WAS A RELATED FACTOR.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

3. (F) TERRAIN CONDITION - DITCH

Occurrence #3: NOSE OVER

Phase of Operation: TAKEOFF - ABORTED

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	34, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 5, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1667 hours (Total, all aircraft), 45 hours (Total, this make and model), 1550 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WACO	Registration:	N39752
Model/Series:	UPF-7 UPF-7	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5885
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	June 1, 1989 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2085 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	W-670-64
Registered Owner:	PEGASUS AIR, INC	Rated Power:	220 Horsepower
Operator:	PEGASUS AIR,INC.	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:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	22°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PLYMOUTH NH12	Runway Surface Type:	Grass/turf
Airport Elevation:	505 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	2340 ft / 120 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Densley, Reuben

Additional Participating Persons: ; PORTLAND , ME

Original Publish Date: June 2, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36450>

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](#).