



Aviation Investigation Final Report

Location:	OCEAN SPRINGS, Mississippi	Accident Number:	MIA98FA172
Date & Time:	May 31, 1998, 19:15 Local	Registration:	N7736V
Aircraft:	Aero Commander CALLAIR A-9	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to witnesses, the flight had been conducted for the pilot to practice banner towing pickup. Poles about 20 feet in height, with a yellow nylon rope were stretched perpendicular to the airplane's flight path. The flight was seen making a pass over the pickup point and then return. The flight approached the pickup point from the north to the south and parallel to runway 17. The airplane was seen approaching the pickup site at an altitude of about 50 feet above the ground. About 100 feet north of the rope the airplane descended to an altitude of about 20 feet above the ground, and was seen striking the rope with the propeller. The rope wrapped around the propeller, shedding pieces of rope. Witnesses described the sound the rope made as being similar to 'a large weed whacker.' The airplane continued in a southerly direction and climbed to about 100 to 150 feet above the ground. The witnesses saw the airplane turn left (east), and then turn 'sharply' to the north. The airplane was last seen descending right wing and nose low into the tress. Several witnesses said that after the airplane struck the rope the engine rpm decreased, but the engine continued to run. Seventeen feet of yellow nylon rope was found wrapped around the propeller and engine flange.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: an in-flight collision with a nylon rope (wire), resulting in a loss of engine power, an inadvertent stall, and subsequent impact with the ground.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. (C) OBJECT - WIRE,STATIC

Occurrence #2: LOSS OF ENGINE POWER
Phase of Operation: CLIMB

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Factual Information

HISTORY OF FLIGHT

On May 31, 1998, about 1915 central daylight time, an Aero Commander Callair A-9, N7736V, registered to a private owner, operating as a 14 CFR Part 91 personal flight, crashed while maneuvering near Ocean Springs, Mississippi. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was destroyed. The commercial pilot was fatally injured. The flight originated from the same airport at 1910.

According to witnesses, the flight had been conducted for the pilot to practice banner towing pickup. Poles about 20 feet in height, with a yellow nylon rope were stretched perpendicular to the airplane's flight path. The flight was seen making a pass over the pickup point and then returning. The flight approached the pickup point from the north to the south and parallel to runway 17. The airplane was seen approaching the pickup site at an altitude of about 50 feet above the ground. About 100 feet north of the rope the airplane descended to an altitude of about 20 feet above the ground, and was seen striking the rope with the propeller. The rope wrapped around the propeller, shedding pieces of rope. Witnesses described the sound the rope made as being similar to "a large weed whacker." The airplane continued in a southerly direction and climbed to about 100 to 150 feet above the ground. The witnesses saw the airplane turn left (east), and then turn "sharply" to the north. The airplane was last seen descending right wing and nose low into the tress.

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The accident occurred during the hours of daylight about 30 degrees, 23 minutes north, and 088 degrees, 45 minutes west.

PERSONNEL INFORMATION

Information on the pilot is contained in this report on page 3, under First Pilot Information. The pilot's personal logbook showing his flight hours was not found.

METEOROLOGICAL INFORMATION

Visual meteorological conditions prevailed at the time of the accident. Meteorological information is contained in this report on page 3, under Weather Information.

MEDICAL AND PATHOLOGICAL INFORMATION

An autopsy was performed on the pilot, on June 1, 1998, at Ocean Springs Hospital, Ocean Springs, Mississippi, by Dr. Paul McGarry.

Toxicological tests were conducted at the Federal Aviation Administration, Research Laboratory, Oklahoma City, Oklahoma, and revealed, "no ethanol." The victim was still alive when he was removed from the wreckage. He was administered medication at the crash site and en route to the hospital by EMS personnel. Numerous drugs appeared on the toxicology report. For a list of those drugs see the Forensic Toxicology Fatal Accident Report, attached to this report.

WRECKAGE AND IMPACT INFORMATION

The airplane impacted in a wooded area about 150 yards to the left of the departure end of runway 17. There was no wreckage path in the vicinity of the impact area and no damage was observed on the trees surrounding the crash site. The airplane was resting nose low on the ground and the nose of the airplane was heading in a southerly direction. All parts of the airplane were located within the crash site. Pieces of yellow nylon rope were found wrapped tightly around the propeller flange.

Examination of the area near the poles and rope pick point revealed numerous cut pieces of yellow nylon rope found in the grass, south of the poles and on the runway to the left of the poles.

Examination of the wreckage revealed that the left wing showed some impact damage. The right wing was crushed along the leading edge, and the entire wing was bent rearward. From the rear windows to the tail section of the airplane the airframe displayed very little impact damage. Control continuity was established to all flight controls.

The engine was removed from the airframe and taken to a hangar at the Ocean Springs Airport for further examination. Two pieces of rope measuring 90 inches and 115 inches were removed from the flange. The propeller crankshaft was bent and only limited rotation was achieved. The propeller and starter were removed and complete rotation was achieved. The engine rotated freely, internal gear and valve train continuity was established. Thumb compression was good on all six cylinders. Examination of the engine did not reveal any discrepancies.

ADDITIONAL INFORMATION

The aircraft wreckage was released to Miss Georgia K. Peavey, fiancée of the owner, on June 2, 1998.

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Private	Age:	38, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	Gyroplane; Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5475 hours (Total, all aircraft), 25 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aero Commander	Registration:	N7736V
Model/Series:	CALLAIR A-9 CALLAIR A-	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1489
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2680 Hrs	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-540-B2B5
Registered Owner:	MICHAEL FARMER	Rated Power:	235 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	EASTERN AIR SALES	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GPT ,28 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	19:47 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C / 27°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	(5R2)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:10 Local	Type of Airspace:	

Airport Information

Airport:	OCEAN SPRINGS 5R2	Runway Surface Type:	Asphalt
Airport Elevation:	24 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3485 ft / 50 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	30.400892,-88.799911(est)

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	CHARLES WHITTINGTON; JACKSON , MS DONNA Z EVANS; JACKSON , MS EDWARD ROGALSKI; BELLEVIEW , FL
Original Publish Date:	February 22, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=38399

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