



Aviation Investigation Final Report

Location:	BLAIRSTOWN, New Jersey	Accident Number:	NYC94LA116
Date & Time:	July 11, 1994, 14:00 Local	Registration:	N2899G
Aircraft:	CHAMPION 7GCAA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS DEPARTING RUNWAY 07. HE STATED THAT WHEN THE AIRPLANE LIFTED OFF, 'THE AIRPLANE TURNED RIGHT. I COULD NOT...CORRECT IT.' THE WING RIGHT IMPACTED THE TERRAIN, AND THE AIRPLANE STRUCK GLIDERS PARKED ON THE RAMP. THE WIND WAS REPORTED AS LIGHT AND VARIABLE. THE FAA EXAMINED THE AIRPLANE AND FOUND NO CONTROL MALFUNCTIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL DURING TAKEOFF, RESULTING IN A LOSS OF CONTROL AND COLLISION WITH THE TERRAIN.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

2. (C) TERRAIN CONDITION - GROUND

Factual Information

On Monday, July 11, 1994, at 1400 eastern daylight time, a Champion 7GCAA, N2899G, registered to Darren A. McKeever and piloted by Allen V. Molner, sustained substantial damage during an attempted takeoff at the Blairstown Airport, Blairstown, New Jersey. The pilot and passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight was being conducted under 14 CFR Part 91.

The airplane was departing on runway 07. The pilot stated:

...when I reached liftoff speed-lifted off and the aircraft turned to the right. I could not seem to correct it. The plane ended up on the grass-hit one parked glider and ended up on top of another.

Mr. Morgan Brown, a Federal Aviation Administration Airworthiness Inspector, examined the airplane. In a report he stated:

Inspected N2899G and found that all flight controls were intact and functioned normally.

The wind was reported as light and variable.

Pilot Information

Certificate:	Commercial	Age:	62, 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):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 4, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2879 hours (Total, all aircraft), 60 hours (Total, this make and model), 2879 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N2899G
Model/Series:	7GCAA 7GCAA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	177
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 1, 1994 Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2027 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	DARREN A. MCKEEVER	Rated Power:	150 Horsepower
Operator:		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:	Scattered / 5000 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:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LINCOLN PARK , NJ (N07)	Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	BLAIRSTOWN 1N7	Runway Surface Type:	Asphalt
Airport Elevation:	372 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	
Runway Length/Width:	3100 ft / 70 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:	

Administrative Information

Investigator In Charge (IIC):	Leonard, Charles
Additional Participating Persons:	MORGAN BROWN; ALLENTOWN , PA
Original Publish Date:	January 12, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=38783

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