



Aviation Investigation Final Report

Location:	GERMANSTOWN, Pennsylvania	Accident Number:	NYC98LA131
Date & Time:	June 21, 1998, 18:30 Local	Registration:	N2713C
Aircraft:	NARRIN-WHITTMAN TAILWIND	W-8	Aircraft Damage: Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane began a takeoff roll with a 5 knot headwind. Half-way down the runway, the wind shifted to a 5 to 8 knot tailwind. The airplane never became airborne, but rolled off the departure end the runway and impacted grape vines and a tree.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's delay in initiating an abort after the wind shifted from a headwind to a tailwind during the takeoff roll. A factor was the sudden windshift.

Findings

Occurrence #1: OVERRUN
Phase of Operation: TAKEOFF - ABORTED

- Findings
1. (F) WEATHER CONDITION - SUDDEN WINDSHIFT
 2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Factual Information

On June 21, 1998, about 1830 Eastern Daylight Time, a homebuilt Narrin-Whittman W-8 Tailwind, N2713C, was destroyed during a take-off roll from Flying M Aerodrome (PA88), Germansville, Pennsylvania. Neither the certificated private pilot nor his passenger were injured. Visual meteorological conditions prevailed at the time of the accident. No flight plan was filed for the personal flight conducted under 14 CFR 91.

According to a Federal Aviation Administration (FAA) Inspector, the pilot said the airplane never got off the ground. It ran off the end of the runway, hit grape vines and a tree, then cartwheeled. The pilot thought the wind shifted during the takeoff roll due to a nearby thunderstorm.

A witness, who was also the airport owner, stated that there was a mountain about 3,000 feet north of the field, and that a dark cloud was moving along its ridgeline. He said the airplane was on its takeoff roll from Runway 08, with a headwind of about 5 knots. Approximately half-way through the airplane's takeoff roll, he saw the windsock shift, to 5 to 8 knots on the airplane's tail. At 650 to 800 feet from the departure end, the airport owner thought the airplane was not accelerating, and would abort the takeoff. Instead, the airplane continued its roll, eventually off the end of the runway. According to the airport owner, the pilot said he thought the airplane would fly, but ran out of runway.

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 7, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	870 hours (Total, all aircraft), 110 hours (Total, this make and model), 846 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NARRIN-WHITTMAN	Registration:	N2713C
Model/Series:	W-8 TAILWIND W-8 TAILWI	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	49
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 15, 1998 Annual	Certified Max Gross Wt.:	1300 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1100 Hrs	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	O-200A
Registered Owner:	MICHAEL B. NARRIN, TRUSTEE	Rated Power:	100 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:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(PA88)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	FLYING M AERODROME PA88	Runway Surface Type:	Grass/turf
Airport Elevation:	710 ft msl	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	2370 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.719066,-75.709312(est)

Administrative Information

Investigator In Charge (IIC):	Cox, Paul
Additional Participating Persons:	THOMAS J LAHOVSKI; ALLENTOWN, PA
Original Publish Date:	December 8, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=39575

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