



Aviation Investigation Final Report

Location:	HOLLY HILL, South Carolina	Accident Number:	MIA98LA245
Date & Time:	September 10, 1998, 15:00 Local	Registration:	N51AJ
Aircraft:	Wood GLASAIR SH2	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot had landed, and elected to abort and go around. According to witnesses, the airplane had landed long and could not make a complete stop on the available runway. The aircraft bounced three times and on the third bounce the pilot lowered the tail wheel, and the main landing gear came off the ground., The pilot attempted a go around and powered up with 300 feet of runway remaining. He attempted to clear trees at the end of the runway by pulling the nose up abruptly, then pushing the nose over after clearing the trees. At this point the engine quit momentarily. The airplane impacted the ground on fairway No. 3 at a golf course, and came to rest at the base of a pine tree. Examination of the wreckage revealed that no obvious discrepancies were found in the fuel system or the engine. Fuel was found, and examination of the carburetor and fuel pump did not show any discrepancies. The FAA inspector stated, '...the pilot was released from the hospital on September 20, 1998. All attempts to talk to [him] have failed...it appears after checking with Airman and Aircraft records [the pilot] was operating his aircraft with a non-current registration and with a denied medical.' The pilot did not return the NTSB Form 6120.1/2, and his account of the accident are not known.

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 airspeed, and his failure to perform a go-around. The pilot's misjudgment of speed and distance during the landing is a contributing factor.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) DISTANCE/SPEED - MISJUDGED - PILOT IN COMMAND
2. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
4. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - GROUND

Factual Information

On September 10, 1998, about 1500 eastern daylight time, a Glasair SH2 experimental airplane, N51AJ, registered to a private individual, operating as a 14 CFR Part 91 personal flight, crashed on a golf course near Holly Hill, South Carolina. Visual meteorological conditions prevailed, and no flight plan was filed. The airplane was destroyed. The private-rated pilot reported serious injuries. The flight originated from a private airstrip, at an unknown time.

According to the FAA inspector's statement, "...witnesses stated that the aircraft landed long and could not make a complete stop on the available runway. The aircraft bounced three times and on the third bounce [the pilot] lowered the tail wheel the main landing gear came off the ground, indicating too much airspeed...[the pilot] attempted a go around and powered up with 300 feet of runway remaining. He attempted to clear trees at the end of the runway by pulling abruptly then pushing the nose over after clearing the trees. At this point the engine quit momentarily, most likely due to the negative G's applied during this maneuver." The airplane impacted the ground on fairway No. 3 at Holly Hill Golf Course, and came to rest at the base of a pine tree. Examination of the wreckage revealed that no obvious discrepancies were found in the fuel system or the engine. Blue fuel was found, and examination of the carburetor and fuel pump did not show any discrepancies.

The FAA inspector stated, "...the pilot was released from the hospital on September 20, 1998. All attempts to talk to [him] have failed...it appears after checking with Airman and Aircraft records [the pilot] was operating his aircraft with a non-current registration and with a denied medical." The pilot did not return the NTSB Form 6120.1/2, and his account of the accident is not known.

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine sea	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:	None Invalid Medical for flight	Last FAA Medical Exam:	April 26, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1976 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Wood	Registration:	N51AJ
Model/Series:	GLASAIR SH2 GLASAIR SH	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	391
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320
Registered Owner:	ALLEN J. WOOD	Rated Power:	160 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:	CHS ,96 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	15:56 Local	Direction from Accident Site:	165°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 10°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:	

Airport Information

Airport:	HOLLY HILL 5J5	Runway Surface Type:	Grass/turf
Airport Elevation:	96 ft msl	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	2900 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	33.320766,-80.409255(est)

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	WAYNE ROBERSON; COLUMBIA , SC
Original Publish Date:	August 27, 1999
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=43919

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