



Aviation Investigation Final Report

Location:	AMARILLO, Texas	Accident Number:	FTW98LA402
Date & Time:	September 20, 1998, 18:37 Local	Registration:	N1132N
Aircraft:	Fairchild M-62A-3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The aircraft stalled after takeoff. The pilot stated that 'after takeoff, the aircraft drifted to the right and the airspeed was low.' He added that he lowered the nose to try and recover but there was 'inadequate altitude.' The aircraft impacted a fence and then the ground.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadvertent stall due to the pilot's failure to maintain proper airspeed during the takeoff.

Findings

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

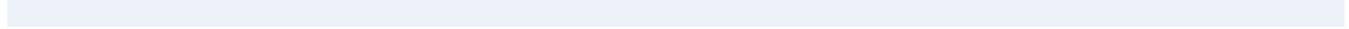
Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. OBJECT - FENCE



Factual Information

On September 20, 1998, at 1837 central daylight time, a Fairchild M-62A-3 military vintage airplane, N1132N, owned and operated by a private individual, was substantially damaged when it impacted the ground following a loss of control on takeoff from the Buffalo Airport near Amarillo, Texas. The instrument rated commercial pilot and his passenger were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the Title 14 CFR Part 91 personal, local flight.

The 1,635 hour pilot stated in the enclosed Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) that "after takeoff, the aircraft drifted to the right and the airspeed was low" resulting in a stall. He then tried to recover from the stall by lowering the nose, but there was "inadequate altitude." The aircraft impacted a fence then the ground.

The FAA inspector reported that the right main landing gear was found separated from the aircraft, resulting in structural damage to the landing gear attaching point. Additionally, the wooden propeller was destroyed and the fabric covering the wings was damaged.

The pilot had accumulated a total of five hours in the make and model airplane. Winds at the time of the accident were reported by the pilot as being "no factor."

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 27, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1635 hours (Total, all aircraft), 5 hours (Total, this make and model), 1503 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Fairchild	Registration:	N1132N
Model/Series:	M-62A-3 M-62A-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	FC-27
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 11, 1997 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1458 Hrs	Engine Manufacturer:	Ranger
ELT:	Installed, not activated	Engine Model/Series:	6-440-C5
Registered Owner:	JOHN A. WEBB	Rated Power:	200 Horsepower
Operator:	GREG KINNAN	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:	AMA ,3605 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	17:56 Local	Direction from Accident Site:	45°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AMARILLO , TX (1E7)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:37 Local	Type of Airspace:	Class G

Airport Information

Airport:	BUFFALO AIRPORT 1E7	Runway Surface Type:	Grass/turf
Airport Elevation:	3640 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

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):	Lupino, Nicole
Additional Participating Persons:	MICHAEL R JORDAN; LUBBOCK , TX
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=43973

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](#).