



# Aviation Investigation Final Report

<b>Location:</b>	COVINGTON, Kentucky	<b>Accident Number:</b>	NYC99LA119
<b>Date &amp; Time:</b>	May 25, 1999, 13:27 Local	<b>Registration:</b>	N79M
<b>Aircraft:</b>	Howard Aircraft Corp. DGA-15P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot received progressive taxi instructions to runway 18R, and was told to hold short, for landing and departing traffic. The airplane was then cleared for departure on runway 18R; however, the pilot made a right turn and departed runway 36L. During takeoff, the airplane 'weather vanned' into the wind and the pilot was unable correct for the crosswind by using rudder control. The pilot stated the airplane would not pick up speed for flight. The airplane then drifted off the left side of the runway, and 'dropped' to the ground. The pilot did not report any mechanical malfunctions of the airframe or engine. A weather observation taken at the airport, at 1354, reported the winds were from 260 degrees, at 13 knots, with 24 knot gusts.

## 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 the takeoff/initial climb. A factor in the accident was the crosswind condition.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

## Factual Information

On May 25, 1999, about 1327 eastern daylight time, a Howard DGA-15P, N79M, was substantially damaged when it struck the ground during the initial climb after takeoff from the Cincinnati/Northern Kentucky International Airport, Covington (CVG), Kentucky. The certificated private pilot was not injured. Visual meteorological conditions prevailed and a visual flight rules flight plan had been filed for the flight destined for the Wendell H. Ford Airport, Hazard, Kentucky. The personal flight was conducted under 14 CFR Part 91.

According to air traffic control voice transcripts, the pilot received progressive taxi instructions to runway 18R, and was told to hold short, for landing and departing traffic. The airplane was then cleared for departure on runway 18R; however, the pilot made a right turn and departed runway 36L.

In a written statement, the pilot said the winds were from 260 to 280 degrees, at 15 to 23 knots, and he used the airplane's rudder to correct for the crosswind conditions. After lift off, the airplane "weather vaned" into the wind. The pilot stated there was "not enough rudder left to correct for [the] crosswind, [and] the airplane would not pick up speed for flight." The airplane drifted off the left side of the runway, then "dropped" to the ground.

During the impact, the airplane's right wing contacted the ground and partially separated.

The pilot did not report any mechanical malfunctions of the airframe or engine.

The pilot reported 541 hours of total flight experience, of which, 106 hours were in the make and model of the accident airplane.

A weather observation taken at the airport, at 1354, reported the winds were from 260 degrees, at 13 knots, with 24 knot gusts.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 9, 1998
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	542 hours (Total, all aircraft), 106 hours (Total, this make and model), 395 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Howard Aircraft Corp.	<b>Registration:</b>	N79M
<b>Model/Series:</b>	DGA-15P DGA-15P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	531
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	March 16, 1999 Annual	<b>Certified Max Gross Wt.:</b>	3890 lbs
<b>Time Since Last Inspection:</b>	95 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4036 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	R-985
<b>Registered Owner:</b>	WILLIAM F. FIELDS	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CVG ,897 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	13:54 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 7000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots / 24 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(CVG )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	HAZARD , KY (K20 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:27 Local	<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>	CINCINNATI/NO. KENTUCKY CVG	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	897 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	11000 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	39.079681,-84.500823(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Schiada, Luke
<b>Additional Participating Persons:</b>	STEVE BOWMAN; LOUISVILLE , KY
<b>Original Publish Date:</b>	April 18, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=46438">https://data.nts.gov/Docket?ProjectID=46438</a>

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