



# Aviation Investigation Final Report

<b>Location:</b>	SMITHFIELD, North Carolina	<b>Accident Number:</b>	ATL00LA070
<b>Date &amp; Time:</b>	July 30, 2000, 13:55 Local	<b>Registration:</b>	N422CS
<b>Aircraft:</b>	Leslie Briggs                      GLASAIR III	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

A witness flying in the vicinity of the airport stated that the airplane took off from runway 03 and climbed to about 500 feet above ground level. He said the airplane turned sharply to the left and then to the right and headed back towards the runway, then rolled inverted and collided with the runway surface in a 20 to 30 degree nose down attitude. The airport manager stated that he noticed that the cockpit canopy was unlatched during the takeoff roll. He then contacted the pilot by radio. The pilot responded, but his transmission was unreadable. The aircraft made a left turn back to the runway. While making the final turn to align with runway 21 the airplane rolled to the right in a steep decent and impacted the runway.

## 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 flying speed during an emergency landing which lead to an inadvertent stall/spin. A factor was the pilot's failure to secure the cockpit canopy prior to takeoff.

## Findings

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

### Findings

1. (F) WINDOW,CANOPY - NOT SECURED

2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

## Factual Information

On July 30, 2000, about 1355 central daylight time, a Leslie Briggs Glasair III, N422CS, collided with the terrain after takeoff from the airport at Smithfield, North Carolina. The flight was operated by the pilot under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual meteorological conditions prevailed at the time of the accident. The private pilot and his pilot rated passenger were both fatally injured. The flight was on departure from Johnston County Airport, Smithfield, North Carolina, to Martin County Airport, Williamston, North Carolina, when the accident occurred.

The pilot held a private pilot certificate with single engine land, multiengine land and instrument airplane ratings. His certificate was issued on June 30, 1978, with no waivers or limitations noted. His last medical certificate, a second class, was issued March 8, 2000. It held the limitation that the pilot must wear corrective lenses in order to exercise the privileges of the airman's certificate. The pilot's total civilian hours reported on his last medical application was 3,192 hours.

The pilot rated passenger held a private pilot certificate with single engine land, and instrument airplane ratings. His certificate was issued on May 30, 2000, with no waivers or limitations noted. His last medical certificate, a third class, was issued December 1, 1998. It held the limitation that the pilot must wear corrective lenses in order to exercise the privileges of the airman's certificate. The pilot's total civilian hours reported on his last medical application was 15 hours.

The airplane was assembled and inspected on May 18, 1993, and purchased by the pilot/owner on November 21, 1998. No maintenance logs were found during the course of the investigation. According to the FAA Inspector on-scene, the airplane had a total time of 353 hours.

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The airport manager stated that he noticed that the cockpit canopy was unlatched during the takeoff roll. He then contacted the pilot by radio. The pilot responded, but his transmission was unreadable. The aircraft made a left turn back to the runway. While making the final turn to align with runway 21, the airplane rolled to the right in a steep decent and impacted the runway.

A toxicology examination was performed by the FAA's Toxicological and Accident Research

Laboratory. There was no carbon monoxide, or cyanide detected in the blood. There was no ethanol detected in the vitreous, nor were their drugs detected in the urine.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 8, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3192 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Leslie Briggs	<b>Registration:</b>	N422CS
<b>Model/Series:</b>	GLASAIR III GLASAIR II	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	3231
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	353 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-540-K1H5
<b>Registered Owner:</b>	CARROLL W. STEPHENSON	<b>Rated Power:</b>	300 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>	RDU ,436 ft msl	<b>Distance from Accident Site:</b>	30 Nautical Miles
<b>Observation Time:</b>	13:50 Local	<b>Direction from Accident Site:</b>	324°
<b>Lowest Cloud Condition:</b>	Scattered	<b>Visibility</b>	2 miles
<b>Lowest Ceiling:</b>	Broken / 2900 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots / 25 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 22°C
<b>Precipitation and Obscuration:</b>	Light - None - Rain		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	WILLIAMSTON , NC (MCZ )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:50 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	JOHNSON COUNTY JNX	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	165 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	3	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5500 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	35.499095,-78.339988(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wilson, Butch
<b>Additional Participating Persons:</b>	STEVE BLANSET; GREENSBORO, NC
<b>Original Publish Date:</b>	March 2, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=49836">https://data.ntsb.gov/Docket?ProjectID=49836</a>

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](#).