



Aviation Investigation Final Report

Location:	Chino Valley, Arizona	Accident Number:	LAX01LA104
Date & Time:	February 23, 2001, 08:45 Local	Registration:	N1173
Aircraft:	Schneider, Edmund, Pty. Starduster SA300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During takeoff from a road, a vehicle, which had been cleared from the road, reentered the road and the pilot veered right to avoid it, striking a bush on the side of the road and nosing over. On the previous day, the pilot had landed on the road due to a broken throttle linkage. On the morning of the accident, the pilot, airplane owner, and a mechanic returned to repair the linkage. When the repairs were completed, the owner and mechanic cleared the road for takeoff. The investigator's record of telephone conversation with the pilot indicated that just prior to becoming airborne, a car used to clear the road was driven onto the road; the pilot executed the takeoff but had insufficient clearance from the car, veered right, contacted bushes, and the airplane nosed over. In his report of the accident, the pilot stated that the car did not enter the road until the airplane was aligned for takeoff. Since the airplane was tailwheel equipped, he was unable to see the car until during the takeoff roll, when the tail was lifted. During the takeoff roll the engine power diminished. To avoid colliding with the car, the pilot said, he attempted to abort the takeoff and veered off the road. The main wheels entered a depression and the airplane nosed over, just past the car.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's inadequate preflight planning and his failure to disseminate/coordinate the total distance required to successfully operate the airplane.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: ABRUPT MANEUVER
Phase of Operation: TAKEOFF - ABORTED

Findings

2. (F) OBJECT - VEHICLE
3. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. (C) PERFORMANCE DATA - NOT COORDINATED/DISSEMINATED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

5. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #4: NOSE OVER
Phase of Operation: TAKEOFF - ABORTED

Factual Information

On February 23, 2001 at 0845 hours mountain standard time, a Schneider Starduster 300 SA300, N1173, sustained substantial damage when it veered to avoid a truck, struck a bush, and came to rest inverted while taking off from Williams Valley Road, near Chino Valley, Arizona. The airplane was operated under the provisions of 14 CFR Part 91 by a private owner, and flown by an airline transport pilot, who was not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight, which was departing at the time of the accident.

The pilot was interviewed by National Transportation Safety Board investigators. According to the investigator's record of telephone call, the pilot stated that, on the previous day, he had landed on the road due to a broken throttle linkage. On the morning of the accident, the pilot, airplane owner, and a mechanic returned to repair the linkage. When the repairs were completed, the owner and mechanic cleared the road for takeoff. During the takeoff one of the vehicles drifted into the road. The pilot realized he would be unable to clear the vehicle and veered right to avoid it. The right wing struck a bush on the side of the road, the airplane nosed over, and came to rest inverted.

In his written accident report, form 6120.1/2, the pilot reported that a car was driven onto the road, to block traffic, after the aircraft was aligned for takeoff. Because the airplane was tail wheel equipped, the pilot could not see that the car was on the road. Once the takeoff had started, and the tail raised, the engine power began to diminish. An aborted takeoff was attempted, however, to avoid colliding with the car, the pilot steered the airplane off the road. The main landing gear entered a depression and the airplane nosed over. The pilot reported that the reason for the power reduction was not determined.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	60, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 30, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	January 26, 2001
Flight Time:	10600 hours (Total, all aircraft), 85 hours (Total, this make and model), 9500 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schneider, Edmund, Pty.	Registration:	N1173
Model/Series:	Starduster SA300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 30, 2000 Annual	Certified Max Gross Wt.:	1850 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	650 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	E 185
Registered Owner:	Keith Arrents	Rated Power:	185 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PRC,5045 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	08:53 Local	Direction from Accident Site:	165°
Lowest Cloud Condition:	Few / 4000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.67 inches Hg	Temperature/Dew Point:	4°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chino Valley, AZ	Type of Flight Plan Filed:	None
Destination:	PRESCOTT, AZ (PRC)	Type of Clearance:	None
Departure Time:	08:45 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.769596,-112.450164(est)

Administrative Information

Investigator In Charge (IIC):	Baily, Frank
Additional Participating Persons:	Mike Brown; WP-SDL-FSDO; SCOTTSDALE, AZ
Original Publish Date:	November 6, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=51816

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](#).