



Aviation Investigation Final Report

Location:	Burley, Idaho	Accident Number:	SEA03CA144
Date & Time:	July 20, 2003, 21:15 Local	Registration:	N2709Q
Aircraft:	WSK PZL Mielec PZL-M-18	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

In a written statement, the commercial pilot reported that he inadvertently left the elevator control lock installed. He reported that he had aileron and rudder control, but the only means of controlling the airplane's pitch was via the elevator trim, which was limited. He further stated that he was unable to lower the airplane's nose and that after initiating a turn to the left, the airplane's nose "fell through." Shortly after initiating the turn, the airplane impacted terrain beyond the departure end of 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 remove the elevator gust lock prior to flight. Factors include the pilot's inadequate preflight.

Findings

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

Findings

1. (C) FLIGHT CONTROL, GUST LOCK - NOT REMOVED
2. ELEVATOR - RESTRICTED
3. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On July 20, 2003, about 2115 mountain daylight time, a restricted category WSK-PZL-MIELEC, PZL-M-18 (Dromader), N2709Q, crashed shortly after take-off at Burley Municipal Airport, Burley, Idaho. The 14 CFR Part 91 flight was being operated in visual meteorological flight conditions and no flight plan was filed for the local post maintenance flight. Impact forces and post crash fire destroyed the aircraft. The commercial rated pilot sustained minor injuries.

In a written statement dated July 29, the pilot reported that he "inadvertently left the elevator control lock on [installed]..." He reported that he had aileron and rudder control, but the only means of controlling the airplane's pitch was via the elevator trim, which was limited. He further stated that he was unable to lower the airplane's nose and that after initiating a turn to the left, the airplane's nose "fell through." Shortly after initiating the turn, the airplane impacted terrain beyond the departure end of the runway.

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	April 11, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9000 hours (Total, all aircraft), 2550 hours (Total, this make and model), 300 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WSK PZL Mielec	Registration:	N2709Q
Model/Series:	PZL-M-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1Z008-01
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	12300 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	T-53
Registered Owner:	A-1 Aviation Inc	Rated Power:	
Operator:	A-1 AVIATION INC	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	WZSG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Burley , ID (BYI)	Type of Flight Plan Filed:	None
Destination:	Burley , ID (BYI)	Type of Clearance:	None
Departure Time:	21:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	BURLEY MUNI BYI	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	02	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor	Latitude, Longitude:	42.543056,-113.772224

Administrative Information

Investigator In Charge (IIC): Hogenson, Dennis

Additional Participating Persons:

Original Publish Date: November 25, 2003

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=57527>

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](#).