



Aviation Investigation Final Report

Location:	Dickson, Tennessee	Accident Number:	ATL05LA113
Date & Time:	June 24, 2005, 07:53 Local	Registration:	N194DM
Aircraft:	Mize Donald Kolb MK III X	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Flight test		

Analysis

According to a witness on the ground, this was the first flight of the experimental airplane. The pilot had just completed a series of high-speed taxis, and prepared for the initial flight. The airplane climbed out from runway 35, made a steep bank to the right, and the right wing collided with a tree. The airplane was located in a field approximately 100 yards off the right side of runway 35. No reported flight control or mechanical anomalies were reported by the pilot prior to the accident. Post accident examination of the experimental airplane revealed that the cockpit section was post fire damaged. Flight controls in the cockpit section were fire damaged. The aileron push pull tubes were traced from the aileron attachment points to the fire damaged controls in the cockpit. The rudder and elevators were attached to the horizontal and vertical stabilizers. The elevator and rudder control cables were traced from the attachment points to the fire damaged controls in the cockpit. Post accident examination of the engine revealed valve train continuity was established. External components on the engine were fire damaged. No mechanical or flight control anomalies were noted at the completion of the airframe and engine examination.

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 adequate obstacle clearance during climb out which resulted in the in-flight collision with a tree.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: CLIMB

Findings

1. (C) OBJECT - TREE(S)
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - UNCONTROLLED

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On June 24, 2005, at 0753 central daylight time, a experimental Kolb MK III, N194DM, registered to and operated by a private pilot collided with a tree and power lines, and burst into flames during climb out from Dickson Municipal Airport, Dickson, Tennessee. The personal flight was operated 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 pilot was fatally injured and the airplane was substantially damaged. The flight departed Dickson Municipal Airport, Dickson, Tennessee, on June 24, 2005 at 0750.

According to a witness on the ground, this was the first flight of the experimental airplane. The pilot had completed a series of high-speed taxis, and prepared for the initial flight. During the climb out from runway 35, the airplane made a steep bank to the right and descended into a tree. The right wing collided with a tree, and the airplane descended into a power line.

Review of pilot records revealed the pilot was issued a private pilot certificate on June 4, 1977, with ratings for airplane single engine, and multiengine land. Review of pilot records reveal the pilot was issued a repairman certificate on May 5, 1983. Review of medical records revealed the pilot held a third-class medical certificate issued on June 29, 2003, valid when wearing corrective lenses for near vision during flight, and not valid for night flying or by color signal control. Review of airman records also revealed the pilot had reported total time of 600 flight hours. Aircraft maintenance records were not recovered for review.

The airplane rested in a field approximately 100 yards off the right side of runway 35. Post accident examination of the experimental airplane revealed that the cockpit section was fire damaged. Flight controls in the cockpit section were also fire damaged. The aileron push pull tubes were traced from the aileron attachment points to the fire damaged controls in the cockpit. The rudder and elevators were attached to the horizontal and vertical stabilizers. The elevator and rudder control cables were traced from the attachment points to the fire damaged controls in the cockpit. Post accident examination of the engine revealed valve train continuity was established. External components on the engine were fire damaged. No mechanical or flight control anomalies were noted at the completion of the post accident examination of the airframe and engine.

The Tennessee State Medical Examiner Office preformed the postmortem examination of the private pilot on June 25, 2005. The reported cause of death was "blunt force trauma." The postmortem toxicology specimens from the pilot were negative for carbon monoxide, cyanide, drugs and alcohol.

Pilot Information

Certificate:	Private	Age:	75, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 1, 2003
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	600 hours (Total, all aircraft), 1 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mize Donald	Registration:	N194DM
Model/Series:	Kolb MK III X	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	M3X03-2-00044
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	850 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Volkswagen
ELT:	Not installed	Engine Model/Series:	2180
Registered Owner:	Donald Mize	Rated Power:	103 Horsepower
Operator:	Donald J Mize	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	KCKV,550 ft msl	Distance from Accident Site:	29 Nautical Miles
Observation Time:	07:52 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	4 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	0 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	20°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dickson, TN (M02)	Type of Flight Plan Filed:	None
Destination:	DICKSON, TN (M02)	Type of Clearance:	Unknown
Departure Time:	07:50 Local	Type of Airspace:	

Airport Information

Airport:	DICKSON MUNI M02	Runway Surface Type:	Asphalt
Airport Elevation:	892 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	Unknown
Runway Length/Width:	4002 ft / 75 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	36.1375,-87.438888

Administrative Information

Investigator In Charge (IIC):	Alleyne, Eric
Additional Participating Persons:	Micheal Chasteen; Nashville FSDO; Nashville, TN
Original Publish Date:	December 20, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=61816

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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](#).