



Aviation Investigation Final Report

Location:	BUTLER, Pennsylvania	Accident Number:	NYC82DA073
Date & Time:	April 18, 1982, 18:30 Local	Registration:	N49942
Aircraft:	FAIRCHILD PT-19	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE INSTRUCTOR PILOT WAS FLYING WITH THE OWNER OF THE AIRCRAFT TO HELP HIM GET ACQUAINTED WITH HIS PLANE. WHILE ON FINAL APPROACH, THE OWNER LET THE AIRCRAFT GET LOW. HE CORRECTED BY ADDING POWER, BUT REPORTEDLY RAISED THE NOSE BEYOND THE STALL ANGLE. THE AIRCRAFT STALLED, AND DURING RECOVER, IT CONTACTED THE GROUND WITH ENOUGH FORCE TO DAMAGE THE PLANE. THE INSTRUCTOR REPORTED THE WIND WAS GUSTING TO 25 KNOTS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings
1. (F) WEATHER CONDITION - GUSTS
 2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. (C) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	77, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6857 hours (Total, all aircraft), 103 hours (Total, this make and model), 6676 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FAIRCHILD	Registration:	N49942
Model/Series:	PT-19 PT-19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	F42 1523
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	986 Hrs	Engine Manufacturer:	RANGER
ELT:	Installed	Engine Model/Series:	6-440-C2
Registered Owner:	WILLIAM R. HECK	Rated Power:	
Operator:	WILLIAM R. HECK	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

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:	Scattered	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BUTLER , PA	Type of Flight Plan Filed:	None
Destination:	BUTLER , PA	Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	

Airport Information

Airport:	BUTLER CO.	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	Contact
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.859222,-79.890533(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: April 18, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70091>

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](#).