



# Aviation Investigation Final Report

<b>Location:</b>	LINDALE, Texas	<b>Accident Number:</b>	FTW82AA299
<b>Date &amp; Time:</b>	July 28, 1982, 19:22 Local	<b>Registration:</b>	N110VM
<b>Aircraft:</b>	ROBERTSON C-414	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	12 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

7-SEAT ACFT TOOK OFF WITH 4 ADULTS & 8 CHILDREN ABOARD. ACFT ROTATED AT ABOUT 2000 FT DOWN RWY & CLIMBED IN A FLAT NOSE HIGH ATTITUDE BEFORE SETTLING INTO 30 FT TREES ABOUT 4223 FT FROM POINT OF LIFT-OFF. ACFT OSCILLATED VIOLENTLY 2 OR 3 TIMES IN THE PITCH AXIS DURING THE 20-30 SEC FLT. ACFT WAS ABOUT 445 LBS OVER MAX GROSS WEIGHT & CG WAS 4.26 INCHES AFT OF THE AFT LIMIT. ON 6/9/82 THE PLT TOOK A CHECKRIDE TO HAVE A "CENTERLINE THRUST ONLY" RESTRICTION REMOVED FROM HIS MULTI-ENG RATING. 59 OF HIS 62 HRS MULTI-ENG WERE AS COPILOT. HE HAD NO FORMAL C-414 TRAINING & HAD RECD ONLY 2 HRS OF INSTRUCTION IN CONVENTIONAL MULTI-ENG ACFT. HE HAD NEVER BEEN REQUIRED TO PERFORM WT/BAL COMPUTATIONS IN HIS MILITARY FLYING OR ANY FAA EXAM OR CHECKRIDES. CO MANAGEMENT DID NOT COMPLY WITH INSURANCE STIPULATIONS WHICH REQUIRED PLT OF THEFLT TO ATTEND A CESSNA FLT TRAINING SCHOOL, NOR DID THE PLT SATISFY THE MINIMUM HR REQUIREMENTS. FAA CERT EXAMINER LOST CERT ON 7/10/82, HISTORY OF INCOMPLETE OR SUBSTANDARD CHECKRIDES. OCCUPANTS DIED OF THERMAL BURNS & SMOKE INHALATION.

## 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: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) AIRCRAFT WEIGHT AND BALANCE - NOT PERFORMED - PILOT IN COMMAND
3. (C) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. (C) PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
6. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. (C) INADEQUATE TRANSITION/UPGRADE TRAINING - COMPANY/OPERATOR MANAGEMENT
8. (F) INSUFF STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
9. (F) INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - FAA(ORGANIZATION)
10. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

11. OBJECT - TREE(S)

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Occurrence #3: FIRE

Phase of Operation: OTHER

### Findings

12. (F) PASSENGER BRIEFING - NOT PERFORMED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<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>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 5, 1982
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	758 hours (Total, all aircraft), 59 hours (Total, this make and model), 691 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROBERTSON	<b>Registration:</b>	N110VM
<b>Model/Series:</b>	C-414 C-414	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	414-0390
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	6350 lbs
<b>Time Since Last Inspection:</b>	23 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2459 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	TSIO-520-N
<b>Registered Owner:</b>	WILLIAM D. JENKINS	<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>	LAST DAYS MINISTRIES	<b>Operating Certificate(s) Held:</b>	
<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>	Dusk
<b>Observation Facility, Elevation:</b>	TYR	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	19:44 Local	<b>Direction from Accident Site:</b>	350°
<b>Lowest Cloud Condition:</b>	Scattered / 10000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	90°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	LINDALE	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	LINDALE	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:21 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	GARDEN VALLEY (PVT)	<b>Runway Surface Type:</b>	Macadam
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3163 ft / 50 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>	11 Fatal	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	On-ground
<b>Total Injuries:</b>	12 Fatal	<b>Latitude, Longitude:</b>	32.500259,-95.400444(est)

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** July 28, 1983

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=71434>

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](#).