



# Aviation Investigation Final Report

|                                |                                      |                         |                                     |
|--------------------------------|--------------------------------------|-------------------------|-------------------------------------|
| <b>Location:</b>               | DAWSON, Georgia                      | <b>Accident Number:</b> | ATL91LA126                          |
| <b>Date &amp; Time:</b>        | July 8, 1991, 12:45 Local            | <b>Registration:</b>    | N28372                              |
| <b>Aircraft:</b>               | MOECKEL<br>DUCE                      | BAKENG                  | <b>Aircraft Damage:</b> Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 2 Serious                           |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |                                     |

## Analysis

THE COMMERCIAL PILOT HAD REPORTED HAVING PROBLEMS WITH DIRECTIONAL CONTROL IN THIS AIRPLANE DURING TAKEOFFS AND LANDINGS. HE OBTAINED SOME INSTRUCTION IN A DIFFERENT TAILWHEEL AIRPLANE (A CESSNA 140), BUT COULD NOT FIND SOMEONE TO CHECK HIM OUT IN THE ACCIDENT AIRPLANE. HE ELECTED TO FLY THE AIRPLANE WITHOUT A CHECKOUT. ON TAKEOFF ROLL, HE WAS SEEN WEAVERING FROM ONE SIDE OF THE RUNWAY TO THE OTHER. HE ABRUPTLY ROTATED AFTER DEPARTING THE RUNWAY SURFACE TO THE SIDE. THE WINGS 'WOBBLED,' THEN THE AIRPLANE WAS OBSERVED TO BE STALLING. THE AIRPLANE ROLLED OFF TO THE RIGHT AND IMPACTED THE TERRAIN IN A NOSE-LOW ATTITUDE. THE PILOT HAD ONLY 4 HOURS TOTAL TIME IN THIS MAKE/MODEL. HE REPORTED NO MECHANICAL PROBLEMS WITH THE AIRPLANE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S ABRUPT ROTATION AFTER FAILING TO MAINTAIN DIRECTIONAL CONTROL DURING TAKEOFF ROLL, AND HIS FAILURE TO MAINTAIN AIRSPEED DURING THE INITIAL CLIMB, WHICH RESULTED IN A STALL. A FACTOR IN THE ACCIDENT WAS: THE PILOT'S LACK OF FAMILIARITY WITH THE AIRPLANE.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. ROTATION - ABRUPT - PILOT IN COMMAND
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - ENCOUNTERED - PILOT IN COMMAND
5. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

|                                  |  |  |                  |
|----------------------------------|--|--|------------------|
| <b>Certificate:</b>              | Commercial; Flight instructor  | <b>Age:</b>                              | 53, Male         |
| <b>Airplane Rating(s):</b>       | Single-engine land   | <b>Seat Occupied:</b>                    | Rear             |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   |                  |
| <b>Instrument Rating(s):</b>     | Airplane   | <b>Second Pilot Present:</b>             | No               |
| <b>Instructor Rating(s):</b>     | Airplane single-engine   | <b>Toxicology Performed:</b>             | No               |
| <b>Medical Certification:</b>    | Class 2 Valid Medical-w/<br>waivers/lim  | <b>Last FAA Medical Exam:</b>            | February 1, 1991 |
| <b>Occupational Pilot:</b>       | UNK  | <b>Last Flight Review or Equivalent:</b> |                  |
| <b>Flight Time:</b>              | 1989 hours (Total, all aircraft), 4 hours (Total, this make and model), 1798 hours (Pilot In Command, all aircraft), 113 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft) |  |                  |

### Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | MOECKEL                  | <b>Registration:</b>                  | N28372          |
| <b>Model/Series:</b>                 | BAKENG DUCE BAKENG DUC   | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 | Yes             |
| <b>Airworthiness Certificate:</b>    | Experimental (Special)   | <b>Serial Number:</b>                 | 329             |
| <b>Landing Gear Type:</b>            | Tailwheel                | <b>Seats:</b>                         | 2               |
| <b>Date/Type of Last Inspection:</b> | November 22, 1990 Annual | <b>Certified Max Gross Wt.:</b>       |                 |
| <b>Time Since Last Inspection:</b>   | 3 Hrs                    | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 31 Hrs                   | <b>Engine Manufacturer:</b>           | LYCOMING        |
| <b>ELT:</b>                          |                          | <b>Engine Model/Series:</b>           | O-290-D         |
| <b>Registered Owner:</b>             | COCHRAN, CRAIG           | <b>Rated Power:</b>                   | 130 Horsepower  |
| <b>Operator:</b>                     | COCHRAN, CRAIG           | <b>Operating Certificate(s) Held:</b> | None            |
| <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>                  | Day               |
| <b>Observation Facility, Elevation:</b> | ABY ,197 ft msl                  | <b>Distance from Accident Site:</b>         | 18 Nautical Miles |
| <b>Observation Time:</b>                | 11:48 Local                      | <b>Direction from Accident Site:</b>        | 140°              |
| <b>Lowest Cloud Condition:</b>          | Scattered / 1800 ft AGL          | <b>Visibility</b>                           | 7 miles           |
| <b>Lowest Ceiling:</b>                  | Broken / 15000 ft AGL            | <b>Visibility (RVR):</b>                    |                   |
| <b>Wind Speed/Gusts:</b>                | 6 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | /                 |
| <b>Wind Direction:</b>                  | 240°                             | <b>Turbulence Severity Forecast/Actual:</b> | /                 |
| <b>Altimeter Setting:</b>               | 30 inches Hg                     | <b>Temperature/Dew Point:</b>               | 28°C / 22°C       |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                   |
| <b>Departure Point:</b>                 |                                  | <b>Type of Flight Plan Filed:</b>           | None              |
| <b>Destination:</b>                     | ROME , GA (RMG )                 | <b>Type of Clearance:</b>                   | None              |
| <b>Departure Time:</b>                  | 12:45 Local                      | <b>Type of Airspace:</b>                    |                   |

## Airport Information

|                             |                      |                                  |         |
|-----------------------------|----------------------|----------------------------------|---------|
| <b>Airport:</b>             | DAWSON MUNICIPAL 16J | <b>Runway Surface Type:</b>      | Asphalt |
| <b>Airport Elevation:</b>   | 321 ft msl           | <b>Runway Surface Condition:</b> | Dry     |
| <b>Runway Used:</b>         | 31                   | <b>IFR Approach:</b>             | None    |
| <b>Runway Length/Width:</b> | 2790 ft / 75 ft      | <b>VFR Approach/Landing:</b>     | None    |

## Wreckage and Impact Information

|                            |           |                             |             |
|----------------------------|-----------|-----------------------------|-------------|
| <b>Crew Injuries:</b>      | 1 Serious | <b>Aircraft Damage:</b>     | Substantial |
| <b>Passenger Injuries:</b> | 1 Serious | <b>Aircraft Fire:</b>       | None        |
| <b>Ground Injuries:</b>    | N/A       | <b>Aircraft Explosion:</b>  | None        |
| <b>Total Injuries:</b>     | 2 Serious | <b>Latitude, Longitude:</b> |             |

## Administrative Information

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|--|---|
| <b>Investigator In Charge (IIC):</b>     | Hicks jr., Ralph  |
| <b>Additional Participating Persons:</b> | J. WALL; COLLEGE PARK , GA  |
| <b>Original Publish Date:</b>            | March 9, 1993   |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=8430">https://data.nts.gov/Docket?ProjectID=8430</a> |

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