



National Transportation Safety Board Aviation Accident Final Report

Location:	BEREA, KY	Accident Number:	BF094LA057
Date & Time:	04/02/1994, 1830 EST	Registration:	N5868B
Aircraft:	CESSNA 182A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious, 3 Minor
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PRIVATE PILOT AND FOUR PARACHUTISTS WERE ON BOARD THE AIRPLANE AS IT TAXIED FOR TAKEOFF. THE WIND CONDITIONS WERE REPORTED BETWEEN 14 AND 16 KNOTS. THE PILOT STATED THAT HE ADDED FULL POWER, ACHIEVED FLYING SPEED, ROTATED, AND BEGAN TO CLIMB OUT. HE STATED THAT THE AIRPLANE THEN ENCOUNTERED WIND SHEAR. HE LOST CONTROL OF THE AIRPLANE AND IT DRIFTED INTO A TREE LOCATED ON THE WESTERN EDGE OF THE RUNWAY. THE PILOT DID NOT REPORT ANY MECHANICAL MALFUNCTIONS AND STATED THAT HE SHOULD NOT HAVE INITIATED THE FLIGHT BECAUSE OF THE HIGH WINDS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN ADEQUATE AIRSPEED DURING THE TAKEOFF. A FACTOR RELATED TO THE ACCIDENT IS THE GUSTY WIND CONDITIONS.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

3. OBJECT - TREE(S)

Factual Information

On April 2, 1994, about 1830 hours eastern standard time, N5868B, a Cessna 182, operated by the Thunderbird Sport Parachute Club, Inc., Versailles, Kentucky, impacted a tree during takeoff in Berea, Kentucky. The airplane was destroyed. The certificated private pilot and two passengers received minor injuries, and two other passengers were seriously injured. Visual meteorological conditions prevailed and a flight plan was not filed. The local flight departed from the Berea-Richmond Lackey Field, a grass airstrip, and was conducted under 14 CFR 91.

According to the pilot, the airplane was loaded with four parachutists for the purpose of conducting a sport parachute jump. The pilot then taxied to the active runway and performed a "run up" with no abnormalities noted. The pilot stated that he selected 10 degrees of flaps and lined up for takeoff on runway 21. He added full power and obtained "enough airspeed for takeoff." He stated that he rotated and began to climb, but encountered an "... air pocket or low level wind shear." The airplane lost altitude, impacted a tree on the western edge of the runway, and burned.

The pilot stated that the winds were gusting and that he "... should have waited [until] the winds died down or reset the jump to a calmer day." The pilot also stated that there were no pre-impact mechanical malfunctions or failures.

The reported wind conditions at a weather observation facility located about 25 nautical miles north of the accident site about the time of the accident were 14 knots at 240 degrees magnetic. The pilot estimated the wind conditions to be 12 knots gusting to 16 knots at 030 degrees magnetic.

According to a Federal Aviation Administration aviation safety inspector, the owner of the airplane was seated in the right front seat during the accident. He told the FAA safety inspector that the engine was producing full power and that the airplane did not have enough airspeed to take off.

According to the FAA safety inspector, no pre-impact mechanical deficiencies were found during an examination of the wreckage at the accident site.

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/05/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	225 hours (Total, all aircraft), 13 hours (Total, this make and model), 90 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5868B
Model/Series:	182A 182A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	18233868
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	08/21/1993, Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	23 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5000 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	O-470-L
Registered Owner:	THUNDERBIRD SPORT PARACHUTE CL	Rated Power:	230 hp
Operator:	THUNDERBIRD SPORT PARACHUTE CL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LEX, 980 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1850 EST	Direction from Accident Site:	340°
Lowest Cloud Condition:	Unknown / 7500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 7500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / 7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1830 EST	Type of Airspace:	Class G

Airport Information

Airport:	BEREA-RICHMOND LACKEY (I30)	Runway Surface Type:	Grass/turf
Airport Elevation:	994 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	
Runway Length/Width:	2400 ft / 160 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Serious, 2 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEFFREY B GUZZETTI,	Report Date:	01/12/1995
Additional Participating Persons:	LONNIE SCHUETT; LOUISVILLE, KY		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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