



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	GLENDIVE, MT	<b>Accident Number:</b>	SEA94LA202
<b>Date &amp; Time:</b>	08/01/1994, 1415 MDT	<b>Registration:</b>	N7GJ
<b>Aircraft:</b>	GROCE VANS RV-4	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

An airline customer service agent observed the aircraft during takeoff, noting that it was airborne at 10 to 15 feet above the ground and 'not really gaining altitude.' She did not witness the crash. The captain of a commuter flight noted that 'after rotation approx 25' or so, his left wing dipped downward, aircraft seemed under powered. It was hot, Density alt(itude) 5200' lite gusty winds.' The commuter captain did not see the aircraft crash. Witnesses noted that the airplane became airborne in the first quarter of the runway. During on-site inspection, FAA inspectors noted that the aft cockpit was loaded with camping gear, including a tent, campstove, six cans of food, a large clothing bag, camera, headset, and five or six jars, as well as an extensive collection of aviation literature. When the wreckage was inspected, no mechanical discrepancies were noted by FAA personnel.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AIRSPEED WAS NOT MAINTAINED AFTER TAKEOFF. A FACTOR WAS HIGH DENSITY ALTITUDE.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	43
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	1471 hours (Total, all aircraft), 56 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GROCE	<b>Registration:</b>	N7GJ
<b>Model/Series:</b>	VANS RV-4 VANS RV-4	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	GROCE, JOHN L.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-E2D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GDV, 2456 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 110°
<b>Temperature:</b>	34° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	UNKNOWN

## Airport Information

<b>Airport:</b>	DAWSON COMMUNITY AIRPORT (GDV)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	20	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3000 ft / 60 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	MICHAEL L STOCKHILL,	<b>Adopted Date:</b>	10/13/1995
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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