



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	WAUCHULA, FL	<b>Accident Number:</b>	MIA95FA053
<b>Date &amp; Time:</b>	01/01/1995, 1252 EST	<b>Registration:</b>	N5037
<b>Aircraft:</b>	LARSON, C.H. COZY MK IV	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal, 1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## HISTORY OF FLIGHT

On January 1, 1995, about 1252 eastern standard time, a Cozy MK IV, N5037, built by Charles H. Larson, crashed while on approach to land at the Wauchula Municipal Airport, Wauchula, Florida, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the pilot and one passenger were fatally injured. One passenger sustained serious injuries and one passenger sustained minor injuries. The flight originated from the Avon Park Municipal Airport, Avon Park, Florida, about 1240.

An individual who was monitoring the Wauchula Airport Common Traffic Advisory Frequency 122.9 due to a gyrocopter fly-in, heard an occupant in N5037 announce that the flight was on left downwind for runway 18, "close in." He advised that person that there were numerous gyrocopters in the area and in turn advised the gyrocopter pilots by visual signal to stay clear of the fixed wing airplane. He observed the airplane turn left base and the occupant asked about the fuel supply on the airport. He then heard the individual announce that the flight was on final approach to runway 18, which he thought the airplane was low. The individual in N5037 did not mention any problem with the airplane or engine and the witness stated that the engine was operating normally.

Another witness also observed N5037 on the downwind leg for runway 18 stated that the airplane appeared to be low. He observed the airplane turn left base to final and while on final approach, the airplane appeared to be low. While on final approach he observed a flash of light just before the airplane nosed over. He then lost sight of the airplane due to obstructions. He also stated that he was too far away to hear the engine.

## PERSONNEL INFORMATION

Information pertaining to the pilot is contained in the NTSB Factual Report-Aviation.

## AIRCRAFT INFORMATION

Information pertaining to the airplane is contained in the NTSB Report-Aviation.

## METEOROLOGICAL INFORMATION

Information pertaining to the weather is contained in the NTSB Factual Report-Aviation.

## COMMUNICATIONS

An individual in the airplane announced his traffic pattern positions on the Common Traffic Advisory Frequency.

## AERODROME INFORMATION

The airport is not certificated under 14 CFR Part 139 and has a 4,000-foot asphalt runway designated 18/36, which is a visual runway as defined by 14 CFR Part 77.2. Unmarked power lines parallel both sides of a road which is located north of the approach end of runway 18. The road is nearly perpendicular to the runway near the airport. According to the Orlando, Florida, FAA Airports District Office, the power line was not required to be marked.

## WRECKAGE AND IMPACT

Examination of the accident site revealed a cable on the ground adjacent to the airplane. The wreckage was upright with the nose landing gear separated. The right wing fuel tank was damaged resulting in fuel leakage; however, the tank was found to contain about 1 gallon of fuel when drained. The left wing fuel tank which was not damaged was drained revealing that it contained about 10 gallons. Examination of the drained fuel revealed no evidence of contamination. The fuel selector was found to be positioned to the right tank. Examination of the flight controls revealed no evidence of preimpact failure or malfunction. Examination of the Ellison Throttle Body Injection unit revealed that the throttle was at idle. The carburetor heat was determined to be on. Examination of the nose landing gear which was separated revealed evidence that the static line contacted it about 17 inches up from the swivel assembly. There was also evidence that the static line contacted both main landing gear near the juncture of the fuselage. The engine with engine mount and propeller attached were removed from the airframe and placed on a stand. The engine was started and found to operate normally.

## MEDICAL AND PATHOLOGICAL

Post-mortem examination of the pilot and right front seat passenger were performed by Alexander Melamud, M.D., District Ten, Medical Examiner. The cause of death for both was listed as multiple injuries.

Toxicological analysis of specimens of the pilot was performed by the Wuesthoff Memorial Hospital Laboratory. The results of analysis of urine tests were positive for caffeine, nicotine, and nicotine metabolite. The results were negative for cannabinoids, cocaine metabolite, opiates, benzodiazepines, and salicylate. The results were positive in the blood for caffeine. The results of blood analysis were negative for cannabinoids, cocaine metabolite, opiates, salicylate, benzodiazepines, and volatiles. Glucose (1 MG/DL) was detected in vitreous fluid.

## ADDITIONAL DATA/INFORMATION

The wreckage was released to Lt. William Beattie of the Wauchula Police Department on January 3, 1995.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	67, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/12/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2557 hours (Total, all aircraft), 104 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	LARSON, C.H.	<b>Registration:</b>	N5037
<b>Model/Series:</b>	COZY MK IV COZY MK IV	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	MK0041
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	02/08/1994, Annual	<b>Certified Max Gross Wt.:</b>	2050 lbs
<b>Time Since Last Inspection:</b>	104 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	104 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360
<b>Registered Owner:</b>	LARSON, CHARLES H.	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	LARSON, CHARLES H.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Not Reported
Observation Facility, Elevation:	LAL, 142 ft msl	Distance from Accident Site:	29 Nautical Miles
Observation Time:	1250 EST	Direction from Accident Site:	350°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 12000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26 °C / 18 °C
Precipitation and Obscuration:			
Departure Point:	AVON PARK, FL (AVO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1240 EST	Type of Airspace:	Class G

## Airport Information

Airport:	WAUCHULA MUNICIPAL (FD06)	Runway Surface Type:	Asphalt
Airport Elevation:	106 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal, 1 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal, 1 Serious, 1 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE
Additional Participating Persons:	CARL COLEMAN; ORLANDO, FL EDWARD ROGALSKI; BELLEVIEW, FL
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 <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> .