



National Transportation Safety Board Aviation Accident Final Report

Location:	WAUCHULA, FL	Accident Number:	MIA95FA053
Date & Time:	01/01/1995, 1252 EST	Registration:	N5037
Aircraft:	LARSON, C.H. COZY MK IV	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Fatal, 1 Serious, 1 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT ADVISED ON THE COMMON TRAFFIC ADVISORY FREQUENCY THAT THE FLIGHT WAS ON A LEFT DOWNWIND FOR THE RUNWAY, CLOSE IN. THE AIRPLANE WAS OBSERVED TO TURN LEFT BASE AND FINAL AND WHILE ON FINAL APPROACH, THE AIRPLANE COLLIDED WITH AN UNMARKED STATIC POWER LINE. THE AIRPLANE THEN IMPACTED THE GROUND NOSE AND RIGHT WING LOW AND CAME TO REST UPRIGHT. THE ENGINE WAS REMOVED FROM THE AIRPLANE, STARTED, AND FOUND TO OPERATE NORMALLY. EXAMINATION OF THE FLIGHT CONTROLS REVEALED NO EVIDENCE OF A PREIMPACT FAILURE OR MALFUNCTION. ACCORDING TO THE FAA, THE POWER LINE WAS NOT REQUIRED TO BE MARKED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: DISTANCE VS. ALTITUDE MISJUDGED BY THE PILOT-IN-COMMAND WHILE ON SHORT FINAL APPROACH. ADDITIONALLY, ALTITUDE/CLEARANCE NOT MAINTAINED WHILE ON SHORT FINAL APPROACH RESULTING IN THE COLLISION WITH AN UNMARKED STATIC POWER LINE.

Findings

Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

2. OBJECT - WIRE,STATIC

3. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

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

Certificate:	Private	Age:	67, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/12/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

Aircraft Make:	LARSON, C.H.	Registration:	N5037
Model/Series:	COZY MK IV COZY MK IV	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	MK0041
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	02/08/1994, Annual	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:	104 Hours	Engines:	1 Reciprocating
Airframe Total Time:	104 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360
Registered Owner:	LARSON, CHARLES H.	Rated Power:	180 hp
Operator:	LARSON, CHARLES H.	Operating Certificate(s) Held:	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	Report Date:	06/19/1995
Additional Participating Persons:	CARL COLEMAN; ORLANDO, FL EDWARD ROGALSKI; BELLEVIEW, FL		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).