



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	CHESAPEAKE, VA	<b>Accident Number:</b>	IAD97FA039
<b>Date &amp; Time:</b>	01/02/1997, 1937 EST	<b>Registration:</b>	N3CD
<b>Aircraft:</b>	Aerostar 601P	<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The airplane departed the airport and crashed shortly thereafter. Before departure, the airplane was fueled with 120 gallons of 100LL aviation fuel. According to the refueler, the airplane had full fuel tanks. The refueler also indicated the pilot had stated he wanted to be airborne prior to the arrival of bad weather. After the accident, the engines and propellers were disassembled and examined. No engine or propeller discrepancies were noted, except (postimpact) heat damage.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to maintain proper altitude/clearance above the ground after takeoff. A related factor was the pilot's self-induced pressure to depart before the arrival of bad weather.

## Findings

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

### Findings

1. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	66
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	2100 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aerostar	<b>Registration:</b>	N3CD
<b>Model/Series:</b>	601P 601P	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	CHRISTOPHER PAVLIDES	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TIO-540
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	CPK, 20 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 300 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 210°
<b>Temperature:</b>	10° C	<b>Visibility</b>	3 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(CPK)	<b>Destination:</b>	ATLANTA, GA (PDK)

## Airport Information

<b>Airport:</b>	CHESAPEAKE MUNICIPAL (CPK)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	23	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4200 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	3 Fatal	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	BUTCH WILSON	<b>Adopted Date:</b>	05/21/1998
<b>Investigation Docket:</b>	NTSB accident and incident docket 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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