



# National Transportation Safety Board Aviation Accident Data Summary

---

<b>Location:</b>	LAKE WALES, FL	<b>Accident Number:</b>	MIA97LA157
<b>Date &amp; Time:</b>	05/02/1997, 1415 EDT	<b>Registration:</b>	N14525
<b>Aircraft:</b>	Thacker STARDUSTER TOO SA300	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

During the takeoff roll, the aircraft drifted to the right, and application of left rudder did not correct the drift. The aircraft went off the right side of the runway, and the pilot aborted the takeoff. With application of left brake the aircraft nosed over in the soft ground. The pilot stated he had no mechanical difficulties with the aircraft and that he believed the tail wheel did not lock in the center detent during the start of the takeoff roll.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the tail wheel to lock in the centered detent during the beginning of the takeoff roll, which resulted in the pilot being unable to maintain directional control and the aircraft drifting off the runway and nosing over in the soft ground.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (C) LANDING GEAR, TAILWHEEL LOCK - NOT ENGAGED
2. DIRECTIONAL CONTROL - NOT POSSIBLE
3. GROUND LOOP/SWERVE

-----

Occurrence #2: NOSE OVER  
Phase of Operation: TAKEOFF - ABORTED

### Findings

4. TERRAIN CONDITION - SOFT

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Engineer	<b>Age:</b>	63
<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>	15000 hours (Total, all aircraft), 30 hours (Total, this make and model), 12000 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Thacker	<b>Registration:</b>	N14525
<b>Model/Series:</b>	STARDUSTER TOO SA300 STARDUSTER	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ANTHONY G. COLEMAN	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-540-B2C5
<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>	LAL, 142 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 25000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 140°
<b>Temperature:</b>	30° C	<b>Visibility</b>	6 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(X07)	<b>Destination:</b>	JACKSONVILLE, FL (23J)

## Airport Information

<b>Airport:</b>	LAKE WALES (X07)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	6	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3999 ft / 100 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): JEFFREY L KENNEDY

Adopted Date: 08/29/1997

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

---

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.