



National Transportation Safety Board Aviation Accident Data Summary

Location:	WEEKSVILLE, NC	Accident Number:	ATL92LA122
Date & Time:	06/01/1992, 1630 EDT	Registration:	N600LP
Aircraft:	Airship Industries AIRSHIP 600	Injuries:	5 None
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

THE AIRSHIP WAS BEING FLOWN ON A POST MAINTENANCE INSPECTION FLIGHT FOLLOWING AN ANNUAL INSPECTION. AFTER RELEASE FROM THE MOORING TRUCK THE AIRSHIP ROSE ABOUT 150 FEET THEN PITCHED OVER. FULL AFT MOVEMENT OF THE CONTROL YOKE FOR NOSE PITCH UP WAS INEFFECTIVE. THE AIRSHIP THEN COLLIDED WITH THE VEHICLE MOUNTED MOORING MAST WHICH PUNCTURED THE AIR BAG. EXAMINATION OF THE AIRSHIP REVEALED THAT THE ELEVATOR CONTROL CABLES WERE RIGGED BACKWARDS. DURING THE ANNUAL INSPECTION THE ELEVATOR HAD BEEN REMOVED & RE-INSTALLED. THE INSPECTOR WHO SIGNED OFF THE INSPECTION PAPERS DEMONSTRATED, & STATED, THAT HIS INSPECTION PROCEDURE WAS ACCOMPLISHED ALONE. HE PUSHED ON THE ELEVATOR WITH HIS HAND TO CHECK ELEVATOR DEFLECTION. HE DID NOT HAVE A SECOND PERSON ACTIVATE THE COCKPIT CONTROL, TO ENSURE ELEVATOR MOVEMENT IN THE PROPER DIRECTION, AS REQUIRED BY THE MAINTENANCE MANUAL. THE FLIGHT CREW PRE-UNMASTING PROCEDURE REQUIRED THAT A GROUND CREW MAN BE USED TO CONFIRM CORRECT CONTROL SURFACE MOVEMENT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE IMPROPER INSTALLATION OF THE ELEVATOR CONTROL CABLES BY REPAIR FACILITY MAINTENANCE PERSONNEL, THE INSPECTOR'S INADEQUATE INSPECTION OF THE MAINTENANCE ACCOMPLISHED, AND HIS FAILURE TO FOLLOW DELINEATED PROCEDURES. AN ADDITIONAL CAUSE WAS THE INADEQUATE PREFLIGHT INSPECTION BY THE PILOT IN COMMAND, IN THAT HE FAILED TO CONFIRM CORRECT CONTROL SURFACE MOVEMENT AS REQUIRED BY THE PRE-UNMASTING CHECKLIST.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Findings

1. FLIGHT CONTROL,ELEVATOR
2. (C) MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Pilot Information

Certificate:	Airline Transport	Age:	45
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Airship	Instructor Rating(s):	None
Flight Time:	9500 hours (Total, all aircraft), 1800 hours (Total, this make and model), 9100 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Airship Industries	Registration:	N600LP
Model/Series:	AIRSHIP 600 AIRSHIP 60	Engines:	2 Reciprocating
Operator:	AIRSHIP INTERNATIONAL	Engine Manufacturer:	PORSCHE
Operating Certificate(s) Held:	None	Engine Model/Series:	930/67
Flight Conducted Under:	Part 91: General Aviation -		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ECG, 12 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 25000 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 320°
Temperature:	21 °C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(ECG)	Destination:	

Airport Information

Airport:	AIRSHIP INDUSTRIES (NONE)	Runway Surface Type:	Asphalt
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): PRESTON E HICKS

Adopted Date: 06/11/1993

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.