



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	TIMBER LAKE, SD	<b>Accident Number:</b>	CHI92DTK02
<b>Date &amp; Time:</b>	06/01/1992, 0745 MDT	<b>Registration:</b>	N1290W
<b>Aircraft:</b>	WEATHERLY 201C	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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## Analysis

THE PILOT OF THE ACCIDENT AIRPLANE STATED HE LIFTED OFF IN GROUND EFFECT AND SETTLED BACK TO THE GROUND IN A FIELD PAST THE END OF THE RUNWAY. A POST IMPACT FIRE DESTROYED THE AIRPLANE. EXAMINATION OF THE WRECKAGE DISCLOSED THE PROPELLER CONTROL SET TO MID RANGE. WITNESSES TO THE ACCIDENT STATED THE AIRPLANE SEEMED SLOW AND NOT AS LOUD AS PREVIOUS TAKEOFFS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER USE OF THE PROPELLER CONTROL DURING TAKEOFF AND INITIAL CLIMB.

## Findings

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

### Findings

1. (C) PROPELLER - IMPROPER USE OF - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	09/27/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3229 hours (Total, all aircraft), 266 hours (Total, this make and model), 2761 hours (Pilot In Command, all aircraft), 111 hours (Last 90 days, all aircraft), 62 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	WEATHERLY	<b>Registration:</b>	N1290W
<b>Model/Series:</b>	201C 201C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	1001
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	04/28/1992, Annual	<b>Certified Max Gross Wt.:</b>	4400 lbs
<b>Time Since Last Inspection:</b>	29 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3527 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	R985
<b>Registered Owner:</b>	WEST RIVER AERIAL	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	WEST RIVER AERIAL	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	TERG

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	(D58)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	TIMBER LAKE MUNICIPAL (D58)	Runway Surface Type:	Grass/turf
Airport Elevation:	2193 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2880 ft / 120 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	MARK C GOODWIN	Report Date:	07/26/1993
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	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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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](#).