



National Transportation Safety Board Aviation Accident Data Summary

Location:	PLATTSMOUTH, NE	Accident Number:	CHI99LA137
Date & Time:	05/01/1999, 1400 CDT	Registration:	N54WB
Aircraft:	Berrick GP-4	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During the initial climb, the airplane was witnessed to pitch nose-down, enter a spin, and impact terrain. According to a pilot, who was current in the accident airplane, the altitude and location where the airplane entered the stall/spin would be consistent with where the landing gear would have been in retraction. According to pilots, who had flown in the accident airplane, the gear retraction procedure was to climb to 1,500 feet above ground level, slow the airplane to within 10 MPH of the stall (power-off, gear-down, flaps-retracted) speed, and then retract the landing gear by the manually-actuated lever. According to pilots, who had flown in the accident airplane, when the airplane was held in a stalled condition it would rapidly pitch down and bank sharply to the left. The designer of the airplane stated that during a power-on stall the wing would drop, 'almost vertical,' and that 300 to 500 feet would be lost during the recovery from the stall.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: aircraft control and airspeed not maintained by the pilot-in-command. A factor to the accident was the inadvertent stall.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. (F) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Commercial	Age:	72
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	None
Flight Time:	1978 hours (Total, all aircraft), 181 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Berrick	Registration:	N54WB
Model/Series:	GP-4 GP-4	Engines:	1 Reciprocating
Operator:	WILLIAM HENRY BERRICK	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-A1A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OMA, 1026 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 140°
Temperature:	21 °C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(PMV)	Destination:	

Airport Information

Airport:	PLATTSMOUTH MUNICIPAL (PMV)	Runway Surface Type:	Concrete
Runway Used:	16	Runway Surface Condition:	Dry
Runway Length/Width:	4100 ft / 100 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): ANDREW T FOX

Adopted Date: 11/02/2000

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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