



National Transportation Safety Board Aviation Accident Data Summary

Location:	HILLIARD, FL	Accident Number:	MIA99FA208
Date & Time:	08/01/1999, 1125 EDT	Registration:	N9888L
Aircraft:	Gulfstream American AA-1B	Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that they flew to Hilliard Airpark to practice soft field techniques, and after the initial soft field landing they taxied the length of the field and discussed the takeoff, density altitude, obstacles on the climbout, takeoff weight, and selected a point on the field beyond which point they would initiate a rejected takeoff if necessary. The pilot further stated that after a brief run-up, they initiated the takeoff and climbout with the engine developing normal power, but as they approached the trees on climbout, he relinquished control to the flight instructor-rated passenger when it became apparent they were not going to clear the trees. The pilot stated that the rated passenger assumed control and tried to turn the airplane slightly to the left to an area where the trees were shorter and offered better clearance, but the right wing hit a tree and the aircraft crashed nose down and came to rest inverted. The airport had been notamed closed, and the runway marked with an X, indicating that it was closed. The airport and runway closures were due to tree growth off the end of the runways, along the flight path. The pilot did not give any indication that he checked the notams, or that he was aware that the airport was closed.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to obtain notams and his improper planning and decision to use a closed runway for takeoff with tall trees on the departure end, resulting in a subsequent collision with the trees.

Findings

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

Findings

1. (C) NOTAMS - NOT OBTAINED - PILOT IN COMMAND
 2. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
 4. (C) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CLOSED
 5. OBJECT - TREE(S)
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Private	Age:	46
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	207 hours (Total, all aircraft), 60 hours (Total, this make and model), 77 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Gulfstream American	Registration:	N9888L
Model/Series:	AA-1B AA-1B	Engines:	1 Reciprocating
Operator:	KEVIN BRUCE MOORE	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-C2C
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:	JAX, 30 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 260°
Temperature:	35° C	Visibility	3 Miles
Precipitation and Obscuration:			
Departure Point:	(01J)	Destination:	FERNANDINA BCH, FL (55J)

Airport Information

Airport:	HILLIARD AIRPARK (01J)	Runway Surface Type:	Grass/turf
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	2490 ft / 125 ft		

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): JOHN W LOVELL 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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