



National Transportation Safety Board Aviation Accident Data Summary

Location:	REMINGTON, VA	Accident Number:	IAD00FA003
Date & Time:	11/01/1999, 1530 EST	Registration:	N743TC
Aircraft:	Coughlin LONG-EZ	Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot had given an airplane ride to a passenger earlier in the day, and departed on a second flight with another passenger. Two witnesses described the airplane's flight path from east to west over their heads and then returning from the south over the river. They described the engine noise as smooth and without interruption. The airplane descended into the river channel, below the tops of the trees, at a steep angle of bank. The airplane 'fluttered' as it continued through a steep left turn and struck the treetops along the riverbank. The airplane continued through the trees approximately 500 feet before it struck terrain and caught fire. Several composite propeller fragments and pieces of angular cut wood were found along the wreckage path. Other than extensive fire damage, no discrepancies were noted in the wreckage of the airframe or engine. Immediately after the crash, the pilot reported to one of the witnesses, 'I don't understand. I just couldn't get it out of my bank.'

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain adequate altitude/clearance from the trees while maneuvering at low altitude.

Findings

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

Findings

1. OBJECT - TREE(S)
2. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	39
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	3000 hours (Total, all aircraft), 60 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Coughlin	Registration:	N743TC
Model/Series:	LONG-EZ LONG-EZ	Engines:	1 Reciprocating
Operator:	JOHN GRAVES	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320
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:	HEF, 193 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 130°
Temperature:	22° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	CULPEPER, VA (CJR)	Destination:	

Airport Information

Airport:	CULPEPPER COUNTY AIRPORT (CJR)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

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

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC):	BRIAN C RAYNER	Adopted Date:	05/17/2001
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/ .		

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.