



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BLAKESBURG, IA	<b>Accident Number:</b>	CHI00LA281
<b>Date &amp; Time:</b>	09/01/2000, 1600 CDT	<b>Registration:</b>	N82748
<b>Aircraft:</b>	Piper PA-18-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

The pilot reported he was preparing to land on runway 36 (2,200 feet by 150 feet, dry grass) when another airplane on the ground had its engine quit. This airplane was stopped on the east edge of the 150-foot wide airstrip, approximately 1,200 feet from the approach end of the runway. The pilot attempted to go around, but did not add full power. He reported the airplane stalled and the left wing dropped. The pilot reported that he added full power, however, the airplane impacted the terrain off the west wide of the airstrip.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to add full power during a go around which resulted in decreased airspeed and a subsequent stall. A factor associated with the accident was the airplane stopped on the edge of the airstrip.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (F) OBJECT - AIRCRAFT PARKED/STANDING
2. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. STALL - ENCOUNTERED - PILOT IN COMMAND

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

## Factual Information

On September 1, 2000, at 1600 central daylight time, a Piper PA-18-150, N82748, collided with the terrain following a loss of control during a go-around at Antique Field, Blakesburg, Iowa. The private pilot was not injured. The airplane was substantially damaged. The 14 CFR Part 91 flight was operating in visual meteorological conditions and no flight plan was filed. The flight last departed Mount Pleasant, Iowa, at 1500 central daylight time.

The pilot reported he was preparing to land on runway 36 (2,200 feet by 150 feet, dry grass) when another airplane on the ground had its engine quit. This airplane was stopped on the east edge of the airstrip, approximately 1,200 feet from the approach end of the runway. The pilot reported that he "attempted a go around but did not give it full throttle." He reported the airplane stalled and the left wing dropped. The pilot reported that he added full power, however, the airplane impacted the terrain off the west wide of the airstrip.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/21/2000
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	140 hours (Total, all aircraft), 63 hours (Total, this make and model), 95 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N82748
Model/Series:	PA-18-150 PA-18-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	18-6838
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	05/22/2000, Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	35 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5362 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	KIRK W. WARNER	Rated Power:	150 hp
Operator:	KIRK W. WARNER	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OTM, 845 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1653 CDT	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	8 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	90° C / 74° C
Precipitation and Obscuration:			
Departure Point:	MOUNT PLEASANT, IA (MPZ)	Type of Flight Plan Filed:	None
Destination:	(5C2)	Type of Clearance:	None
Departure Time:	1500 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	ANTIQUE AIRFIELD (IA27)	Runway Surface Type:	Grass/turf
Airport Elevation:	890 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	
Runway Length/Width:	2200 ft / 150 ft	VFR Approach/Landing:	Go Around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	PAMELA S SULLIVAN	<b>Report Date:</b>	10/17/2001
<b>Additional Participating Persons:</b>	KEITH E MILLER; DES MOINES, IA		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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 <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.ntsbt.gov/pubdms/">http://dms.ntsbt.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](#).