



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	IRON MOUNTAIN, MI	<b>Accident Number:</b>	CHI90DEM05
<b>Date &amp; Time:</b>	07/01/1990, 1600 CDT	<b>Registration:</b>	N176
<b>Aircraft:</b>	OO-CULLEY OSPREY	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

WITNESSES REPORTED SEEING THE AIRPLANE ENTER A SHALLOW LEFT BANK SHORTLY AFTER TAKEOFF. THEY STATED THE BANK GRADUALLY INCREASED TO APPROXIMATELY 60 DEGREES AT WHICH TIME THE NOSE DROPPED AND THE AIRPLANE ENTERED A DESCENDING SPIRAL UNTIL IT CRASHED INTO A RIVER. THE PILOT REPORTED HAVING PROBLEMS WITH THE RUDDER CONTROLS AND AIRSPEED INDICATOR PRIOR TO THE ACCIDENT. THE PILOT MADE SOME ADJUSTMENTS TO THE RUDDER CONTROLS PRIOR TO THIS FLIGHT. POST-ACCIDENT INSPECTION REVEALED DUCT TAPE ON THE FLIGHT CONTROL CABLES. THE RUDDER CONTROL CABLE HAD SLIPPED OFF IT'S PULLEY AND JAMMED BETWEEN THE PULLEY AND THE PULLEY SUPPORT BRACKET.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: JAMMING OF THE RUDDER CABLE BETWEEN THE PULLEY AND THE PULLEY SUPPORT BRACKET AND THE PILOT'S CONTINUED OPERATION OF THE AIRPLANE WITH A KNOWN DEFICIENCY.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CLIMB

### Findings

1. (C) FLT CONTROL SYST, RUDDER CONTROL CABLE/ROD - JAMMED
2. (F) MAINTENANCE, ADJUSTMENT - ATTEMPTED - PILOT IN COMMAND
3. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: CRUISE

### Findings

4. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

5. TERRAIN CONDITION - WATER

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	60
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	180 hours (Total, all aircraft), 2 hours (Total, this make and model), 2 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

<b>Aircraft Make:</b>	OO-CULLEY	<b>Registration:</b>	N176
<b>Model/Series:</b>	OSPREY OSPREY	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ERICKSON, CONRAD W.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-290
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	IMT, 1182 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 30°
<b>Temperature:</b>	21° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(IMT)	<b>Destination:</b>	(IMT)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	WILL D ELLIOTT	<b>Adopted Date:</b>	12/30/1992
<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:pubin@ntsb.gov">pubin@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.