



National Transportation Safety Board Aviation Accident Final Report

Location:	GOLDSBORO, MD	Accident Number:	BFO88LA041
Date & Time:	05/01/1988, 1500 EDT	Registration:	N8271A
Aircraft:	CESSNA 170B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT SAID HE UNSUCCESSFULLY TRIED TO CLIMB IN GROUND-EFFECT AFTER THE ACFT LIFTED OFF BEFORE ADEQUATE FLYING SPEED WAS OBTAINED. THE ACFT DRIFTED RIGHT OF THE RWY AND TOUCHED DOWN IN A PLOWED FIELD WHERE IT NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. (F) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Private	Age:	, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/01/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	319 hours (Total, all aircraft), 11 hours (Total, this make and model), 301 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8271A
Model/Series:	170B 170B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	25123
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	02/04/1988, Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1750 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-300A
Registered Owner:	STEPHEN APPLGATE	Rated Power:	145 hp
Operator:	J. CHRISTIAN FENGER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SBY, 52 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1550 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	8 Miles
Lowest Ceiling:	Overcast / 5500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18° C / 4° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LAUREL, DE	Type of Clearance:	None
Departure Time:	1500 EDT	Type of Airspace:	Class G

Airport Information

Airport:	JOHN BROWN (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	30 ft	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	2400 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Report Date:	09/11/1989
Additional Participating Persons:	FRANK GARRISSI; BALTIMORE, MD		
Publish Date:			
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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).