



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	ALBEMARLE, NC	<b>Accident Number:</b>	ATL89DMG01
<b>Date &amp; Time:</b>	12/03/1988, 1502 EST	<b>Registration:</b>	N4831Y
<b>Aircraft:</b>	FLAGG TEENIE TWO	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

REPORTEDLY, THE 150-HOUR PILOT OWNER WAS PERFORMING A HIGH SPEED TAXI RUN TO GET ACQUAINTED WITH THE AIRPLANE AND ITS CONTROLS. THE AIRPLANE TAXIIED DOWN RUNWAY 22, USING 3000 FEET OF THE 4700 FOOT RUNWAY AND SUDDENLY BECAME AIRBORNE. THE FLIGHT CONTINUED TO AN ESTIMATED ALTITUDE OF 60 TO 70 FEET WHEREUPON THE AIRPLANE ROLLED TO THE LEFT AND PITCHED DOWN AND CONTACTED THE SOFT GROUND IN AN EXTREME NOSE DOWN ATTITUDE, ON AIRPORT PROPERTY. WITNESSES WHO HAD FLOWN THE AIRPLANE ONLY MINUTES BEFORE SAID NO CHANGE WAS MADE TO THE POWER SETTING OF THE ENGINE FROM BEGINNING TO CONTACT WITH THE GROUND. EXAMINATION OF THE WRECKAGE DISCLOSED NO EVIDENCE OF SYSTEM OR MECHANICAL FAILURE.

## Probable Cause

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) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
  2. (C) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  3. (C) LIFT-OFF - INADVERTENT - PILOT IN COMMAND
  4. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
  5. (C) STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

Certificate:	Private	Age:	26
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	150 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	FLAGG	Registration:	N4831Y
Model/Series:	TEENIE TWO TEENIE TWO	Engines:	1 Reciprocating
Operator:	DENNIS AND DAVID MABRY	Engine Manufacturer:	Volkswagen
Operating Certificate(s) Held:	None	Engine Model/Series:	1600-CC
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:	CLT, 0 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 200°
Temperature:	18° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

## Airport Information

Airport:	ALBEMARLE-STANLY CTY ARPT (6A6)	Runway Surface Type:	Asphalt
Runway Used:	22	Runway Surface Condition:	Dry
Runway Length/Width:	4700 ft / 100 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): JOHN PHILLIPS Adopted Date: 09/25/1989

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](mailto: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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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.