



National Transportation Safety Board Aviation Accident Final Report

Location:	GREERS FERRY, AR	Accident Number:	MKC90LA001
Date & Time:	10/01/1989, 1130 CDT	Registration:	CGODM
Aircraft:	ALON AIRCOUPE	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PVT PILOT SAID THAT HE WAS ATTEMPTING A TAKEOFF FROM A PASTURE FARM FIELD OF ABOUT 1200 FEET IN LENGTH. HE BECAME AIRBORNE AFTER ABOUT 950 FEET, ATTAINED ABOUT 30 FEET OF ALTITUDE, WHEN THE AIRCRAFT SETTLED ONCE, BOUNCED, THEN LIFTED OFF AGAIN, FOLLOWED BY A VIOLENT DESCENT. THE ACFT STRUCK A LAND FILL THEN CAREENED INTO SOME METAL BARN TRUSSES. THE PILOT REPORTED THAT THE ENGINE APPEARED TO BE OPERATING NORMALLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISJUDGEMENT OF PERFORMANCE DATA WHICH RESULTED IN THE INABILITY TO GAIN SUFFICIENT AIRSPEED FOR TAKEOFF.

Findings

Occurrence #1: ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
2. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
3. STALL - ENCOUNTERED - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/09/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	340 hours (Total, all aircraft), 300 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	ALON	Registration:	CGODM
Model/Series:	AIRCOUPE AIRCOUPE	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	A213
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	C-90-16F
Registered Owner:	UNKNOWN	Rated Power:	90 hp
Operator:	BARTON, BILL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LIT, 258 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	0948 CDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	6 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	22° C / 19° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	HEBER SPRINGS, AR (HBZ)	Type of Clearance:	None
Departure Time:	1130 CDT	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JOHN R HRUBAN	Report Date:	10/24/1990
Additional Participating Persons:	AL ROBINSON		
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 pubinquiry@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 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](#).