



National Transportation Safety Board Aviation Accident Final Report

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| Location: | MT OLIVE, AL | Accident Number: | ATL86LA238 |
| Date & Time: | 09/01/1986, 1730 CDT | Registration: | N548YA |
| Aircraft: | JOE ALMON FALCON XP | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

WHILE APCHG TO LAND, THE REGISTERED ULTRALIGHT ACFT ENCOUNTERED A DOWNDRAFT WHICH EXCEEDED ITS CLIMB PERFORMANCE. THE ACFT WAS HEADED TWD POWER LINES, SO THE PLT ELECTED TO FLY UNDER THE LINES. AS THE ULTRALIGHT WAS CROSSING UNDER THE POWER LINES, ONE OF ITS VERTICAL FINS HIT THE BOTTOM CABLE WHICH DISABLED THE ACFT'S LEFT RUDDER CONTROL. THE ACFT TURNED TO THE RGT TWD A HILL & WOULD NOT CLIMB SUFFICIENTLY TO CLEAR OVER TREES. THE PLT INTENTIONALLY ALLOWED THE ACFT TO MUSH INTO THE TREES WHILE HE STILL HAD CONTROL.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - DOWNDRAFT

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH

Findings

2. (F) OBJECT - WIRE, TRANSMISSION(MARKED)
3. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. VERTICAL STABILIZER ATTACHMENT - SEPARATION

Occurrence #3: FORCED LANDING
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

5. FLIGHT CONTROL, RUDDER - MOVEMENT RESTRICTED
6. DIRECTIONAL CONTROL - REDUCED
7. CLIMB - NOT POSSIBLE

Occurrence #4: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: OTHER

Findings

8. (F) OBJECT - TREE(S)
9. STALL/MUSH

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|----------------------------|
| Certificate: | Private | Age: | 31, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| 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: | 11/24/1984 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 125 hours (Total, all aircraft), 3 hours (Total, this make and model), 51 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---------------------|---------------------------------------|-----------------|
| Aircraft Make: | JOE ALMON | Registration: | N548YA |
| Model/Series: | FALCON XP FALCON XP | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | Yes |
| Airworthiness Certificate: | Experimental | Serial Number: | 600134 |
| Landing Gear Type: | | Seats: | 2 |
| Date/Type of Last Inspection: | 12/13/1985, Annual | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | 9 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Rotax |
| ELT: | Not installed | Engine Model/Series: | 503 |
| Registered Owner: | LARRY D. WILKINSON | Rated Power: | 50 hp |
| Operator: | LARRY D. WILKINSON | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|-----------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | BHM, 644 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 1648 CDT | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Unknown / 1900 ft agl | Visibility | 7 Miles |
| Lowest Ceiling: | Broken / 1900 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 130° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 26 °C / 21 °C |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 1600 CDT | Type of Airspace: | Class G |

Airport Information

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|----------------------|---------|---------------------------|-------------|
| Airport: | PRIVATE | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 625 ft | Runway Surface Condition: | Dry |
| Runway Used: | 18 | IFR Approach: | None |
| Runway Length/Width: | 2000 ft | VFR Approach/Landing: | Straight-in |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-------------|
| 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

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|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC): | CHARLES T FOUTS | Report Date: | |
| Additional Participating Persons: | THOMAS M SMITH; BIRMINGHAM, AL | | |
| 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/ . | | |

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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](#).