



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|--------------------|
| Location: | MUSKEGON, MI | Accident Number: | CHI83FA347 |
| Date & Time: | 08/01/1983, 2050 EDT | Registration: | N29938 |
| Aircraft: | NORTH AMERICAN AT-6D | Injuries: | 1 Fatal, 2 Serious |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

THE ACFT COLLIDED WITH TREES AFTER PERFORMING AN AEROBATIC MANEUVER AT LOW ALTITUDE. WITNESSES NEAR THE SCENE SAID THE ACFT WAS FLYING LOW; MOST HEARD THE ENGINE RUNNING. SOME SAID THAT AT THE TOP OF A LOOP THE ENGINE SOUNDED LIKE IT STOPPED. ON THE DESCENT FOLLOWING THE LOOP THE ACFT MADE ABOUT 2 ROLLS TO THE RIGHT AND LEVELED OFF. THEN A CRASH WAS HEARD. A SINGLE WITNESS SAW THE ACFT ABOUT 50 FT ABOVE THE TREES. HE HEARD THE ENGINE ROAR AND SAW THE ACFT BANK ABOUT 45 DEGREES TO THE LEFT THEN COLLIDED WITH THE TREES. HE SAID THE ACFT HAD 'GOOD SPEED.' NO EVIDENCE OF FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND DURING THE INVESTIGATION. THE BACK SEAT ADULT PASSENGER SAID THE ACFT PERFORMED WELL.

Probable Cause

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (C) AEROBATICS - PERFORMED - PILOT IN COMMAND
2. (C) JUDGMENT - NOT USED - PILOT IN COMMAND
3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. (C) CLEARANCE - INADEQUATE - PILOT IN COMMAND

Pilot Information

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|----------------------------------|--|------------------------------|------|
| Certificate: | Private | Age: | 35 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | | Instructor Rating(s): | |
| Flight Time: | 422 hours (Total, all aircraft), 84 hours (Total, this make and model), 377 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | NORTH AMERICAN | Registration: | N29938 |
| Model/Series: | AT-6D AT-6D | Engines: | 1 Reciprocating |
| Operator: | T. P. BALCH & M. G. QUESNELL | Engine Manufacturer: | P&W |
| Operating Certificate(s) Held: | None | Engine Model/Series: | R1340-AN1 |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|-------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | MKG, 628 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 6 knots / , 310° |
| Temperature: | 21 °C | Visibility | 20 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | OSHKOSH, WI (OSH) | Destination: | GREENVILLE, MI (6D6) |

Wreckage and Impact Information

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|-----------------------------|-----------|----------------------------|-----------|
| Crew Injuries: | 1 Fatal | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 2 Serious | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | | | |

Administrative Information

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| Investigator In Charge (IIC): | FRED A RATHKE, JR. | Adopted Date: | |
| Investigation Docket: | NTSB accident and incident docket 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.