



National Transportation Safety Board Aviation Accident Final Report

Location:	Plymouth, FL	Accident Number:	MIA02LA164
Date & Time:	09/01/2002, 0945 EDT	Registration:	N521CF
Aircraft:	Clarence F. Callahan Challenger II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that he was on final approach to land, and it appeared as if he was going to undershoot the runway, so he attempted to correct by applying throttle control input to increase engine power, but he applied a little too much power causing the airplane to dive to the right and collide with trees on the south side of the approach end of the landing runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain the proper alignment which resulted in the airplane impacting trees on the south side of the approach end of the landing runway.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
3. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. OBJECT - TREE(S)

Factual Information

On September 1, 2002, about 0945 eastern daylight time, a Clarence F. Callahan Challenger II, N521CF, registered to and operated by a private individual, as a Title 14 CFR Part 91 personal flight, impacted trees and crashed while attempting to land at Orlando Country Airport, Plymouth, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The private-rated pilot received minor injuries, and the airplane incurred substantial damage. The flight originated the same day, about 0935.

The pilot stated that he was on final approach to land, and it appeared as if he was going to undershoot the runway, so he attempted to correct the situation by applying throttle control input to increase engine power, but he applied a little too much power, which caused the airplane to dive to the right and collide with trees on the south end of the runway. The airplane incurred damage to the landing gear, the wings, and the fuselage. The pilot said that this accident was purely his error, and that there had been no mechanical failures or malfunctions with the airplane or any of its systems prior to the accident.

Pilot Information

Certificate:	Private	Age:	63, 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 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/30/2001
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	242 hours (Total, all aircraft), 2 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Clarence F. Callahan	Registration:	N521CF
Model/Series:	Challenger II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	CH2-0490-0521
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	05/23/2002, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	40 Hours at time of accident	Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	503
Registered Owner:	James N. Duke	Rated Power:	52 hp
Operator:	James N. Duke	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ORL, 113 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	0953 EDT	Direction from Accident Site:	129°
Lowest Cloud Condition:	Scattered / 1400 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	28° C / 25° C
Precipitation and Obscuration:			
Departure Point:	Plymouth, FL (X04)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0935 EDT	Type of Airspace:	Class E

Airport Information

Airport:	Orlando Country (X04)	Runway Surface Type:	Asphalt
Airport Elevation:	143 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	3040 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	28.700000, -81.566667

Administrative Information

Investigator In Charge (IIC):	John W Lovell	Report Date:	10/23/2002
Additional Participating Persons:	Joe Radosky; FAA FSDO; Orlando, FL		
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.ntsbt.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](#).