



National Transportation Safety Board Aviation Accident Final Report

Location:	LAUREL, MS	Accident Number:	ATL82DA061
Date & Time:	03/01/1982, 1330 CST	Registration:	N2263K
Aircraft:	HOMEBUILT PDQ-2	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WHILE PRACTICING HIGH SPEED TAXIING A GUST OF WIND LIFTED THE AIRCRAFT OFF THE GROUND. THE PILOT ELECTED TO APPLY FULL THROTTLE AND PROCEED TO TAKEOFF. WHEN HE HAD CLIMBED TO 800 FEET THE ENGINE BEGAN TO MISFIRE. UNABLE TO CONTROL THE PLANE THE PILOT COLLIDED WITH A PINE TREE DURING A FORCED LANDING.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI

Findings

1. (F) WEATHER CONDITION - GUSTS

Occurrence #2: LOSS OF ENGINE POWER
Phase of Operation: CLIMB

Findings

2. (C) MISCELLANEOUS - UNDETERMINED

Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #4: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	None	Age:	, Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Unknown None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HOMEBUILT	Registration:	N2263K
Model/Series:	PDQ-2 PDQ-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	CCM 3129
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	309 Hours	Engine Manufacturer:	VOLKSWAGEN
ELT:	Not installed	Engine Model/Series:	1978
Registered Owner:	PAUL GLEN SUMRALL, SR.	Rated Power:	60 hp
Operator:	PAUL GLEN SUMRALL, SR.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	/ 0° C
Precipitation and Obscuration:			
Departure Point:	LAUREL, MS (LUL)	Type of Flight Plan Filed:	None
Destination:	LAUREL, MS (LUL)	Type of Clearance:	None
Departure Time:	1330	Type of Airspace:	

Airport Information

Airport:	LAUREL-NOBLE (LUL)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):		Report Date:	03/01/1983
Additional Participating Persons:			
Publish 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).