



National Transportation Safety Board Aviation Accident Final Report

Location:	TIMMONSVILLE, SC	Accident Number:	ATL82DA118
Date & Time:	05/01/1982, 1830 EDT	Registration:	N3192Z
Aircraft:	PIPER PA-18A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT REPORTED THAT HE REDUCED POWER AT 1000 FT AND APPLIED CARBURETOR HEAT FOR AN EXTENDED GLIDE TO THE SOD STRIP. WHILE ON FINAL APPROACH OVER A WHEAT FIELD, THE AIRSPEED BLEW OFF AND HE MOVED THE THROTTLE TO ADD POWER. HOWEVER, HE REPORTED THAT THE ENGINE HAD LOADED UP AND COUGHED. BEFORE REACHING THE RUNWAY, THE LANDING GEAR CAUGHT THE WHEAT AND THE PLANE NOSED OVER. THE PILOT HAD NOT CLEARED THE ENGINE DURING THE GLIDE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) IGNITION SYSTEM, SPARK PLUG - OTHER
2. (C) POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/01/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8145 hours (Total, all aircraft), 600 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3192Z
Model/Series:	PA-18A PA-18A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	18-7185
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	22 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2652 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-82
Registered Owner:	WOODROW MCKAY	Rated Power:	150 hp
Operator:	WOODROW MCKAY	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:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	/ 0° C
Precipitation and Obscuration:			
Departure Point:	TIMMONSVILLE, SC	Type of Flight Plan Filed:	None
Destination:	TIMMONSVILLE, SC	Type of Clearance:	None
Departure Time:	1800	Type of Airspace:	

Airport Information

Airport:	LOCKHART	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):		Report Date:	05/01/1983
Additional Participating Persons:			
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](#).