



National Transportation Safety Board Aviation Accident Final Report

Location:	MIDDLETOWN, VA	Accident Number:	ATL82DA259
Date & Time:	09/01/1982, 1815 EDT	Registration:	N2530F
Aircraft:	CHAMPION 7ECA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING APPROACH TO AN UPHILL & NARROW STRIP, ANIMALS CROSSED THE RWY. A GO-AROUND WAS INITIATED & THE ACFT DRIFTED INTO TREES.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) OBJECT - ANIMAL(S)
2. (F) ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
3. (F) GO-AROUND - INITIATED - PILOT IN COMMAND
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/16/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5562 hours (Total, all aircraft), 62 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHAMPION	Registration:	N2530F
Model/Series:	7ECA 7ECA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	150
Landing Gear Type:	Tailwheel	Seats:	3
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	659 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-200-A
Registered Owner:	ORLIN TEACHOUT	Rated Power:	100 hp
Operator:	J.F. SHEEHY	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	6 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	80° C / 0° C
Precipitation and Obscuration:			
Departure Point:	FRONT ROYAL, VA (FRR)	Type of Flight Plan Filed:	None
Destination:	MIDDLETOWN, VA	Type of Clearance:	None
Departure Time:	1800	Type of Airspace:	

Airport Information

Airport:	GREATLAND FARM (10)	Runway Surface Type:	Gravel
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	2800 ft	VFR Approach/Landing:	None

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:	09/01/1983
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/ .	

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](#).