



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Burley, ID	<b>Accident Number:</b>	WPR09LA323
<b>Date &amp; Time:</b>	07/01/2009, 0930 MDT	<b>Registration:</b>	N87487
<b>Aircraft:</b>	REPUBLIC RC-3	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

The student pilot reported that despite his request for the airplane to be refueled with 30 gallons of fuel prior to takeoff, the fixed base operator had filled the airplane with 67.7 gallons of fuel. The flight instructor reported that after the student pilot was notified that the airplane had been topped off with fuel, he "ran the numbers in [his] head and determined it would be fine because of the same conditions that were present" for takeoff from a different airport earlier in the day. The student pilot reported that while on the initial climb from the airport, the airplane stopped climbing and began to descend. At an altitude of 100 feet above ground level, the flight instructor took control of the airplane to ensure a proper climbout speed was maintained. The airplane continued to descend and collided with power lines. Subsequently, the airplane nosed over and impacted the ground in a vacant lot. A witness reported that the airplane slowly accelerated down the 4,067-foot-long runway and used approximately 85 to 90 percent of the available runway to become airborne. The witness observed the airplane "climbing at an extremely slow rate," and stated it appeared that "the pilot attempted to increase the rate of climb twice," which resulted in the airplane's "left wing starting to dip as it appeared to be approaching a stall." Examination of the airplane by a Federal Aviation Administration inspector revealed that the empennage had separated from the fuselage just aft of the cabin and that the rudder, vertical stabilizer, nose, and wings were structurally damaged. No mechanical anomalies were noted with the engine or airframe. Takeoff performance calculations for the reported weather conditions revealed that the airplane's required takeoff distance to clear a 50-foot obstacle was 3,921 feet on a paved surface.

## Flight Events

Initial climb - Collision during takeoff/land

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The flight instructor's failure to maintain clearance from power lines during takeoff.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Climb rate-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Instructor/check pilot - C  
Environmental issues-Physical environment-Object/animal/substance-Wire-Contributed to outcome

## Student Pilot Information

Certificate:	Student	Age:	46
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	23 hours (Total, all aircraft), 5 hours (Total, this make and model), 23 hours (Last 90 days, all aircraft)		

## Flight Instructor Information

Certificate:	Airline Transport; Commercial	Age:	34
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	3400 hours (Total, all aircraft), 6 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	REPUBLIC	Registration:	N87487
Model/Series:	RC-3	Engines:	1 Reciprocating
Operator:	Ken Paulsen	Engine Manufacturer:	FRANKLIN
Air Carrier Operating Certificate:	None	Engine Model/Series:	6A8 SERIES
Flight Conducted Under:	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	BYI, 4150 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	7 knots, 260°
Temperature:	19°C / 8°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Burley, ID	Destination:	Caldwell, ID (EUL)

## Airport Information

Airport:	Burley Municipal Airport (BYI)	Runway Surface Type:	Asphalt
Runway Used:	24	Runway Surface Condition:	Dry
Runway Length/Width:	4067 ft / 75 ft		

## Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

## Administrative Information

Investigator In Charge (IIC): Joshua Cawthra      Adopted Date: 03/03/2010  
Investigation Docket: <http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74183>

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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.