



National Transportation Safety Board Aviation Accident Final Report

Location:	LINDALE, TX	Accident Number:	FTW82AA299
Date & Time:	07/28/1982, 1922 CDT	Registration:	N110VM
Aircraft:	ROBERTSON C-414	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	12 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

7-SEAT ACFT TOOK OFF WITH 4 ADULTS & 8 CHILDREN ABOARD. ACFT ROTATED AT ABOUT 2000 FT DOWN RWY & CLIMBED IN A FLAT NOSE HIGH ATTITUDE BEFORE SETTLING INTO 30 FT TREES ABOUT 4223 FT FROM POINT OF LIFT-OFF. ACFT OSCILLATED VIOLENTLY 2 OR 3 TIMES IN THE PITCH AXIS DURING THE 20-30 SEC FLT. ACFT WAS ABOUT 445 LBS OVER MAX GROSS WEIGHT & CG WAS 4.26 INCHES AFT OF THE AFT LIMIT. ON 6/9/82 THE PLT TOOK A CHECKRIDE TO HAVE A "CENTERLINE THRUST ONLY" RESTRICTION REMOVED FROM HIS MULTI-ENG RATING. 59 OF HIS 62 HRS MULTI-ENG WERE AS COPILOT. HE HAD NO FORMAL C-414 TRAINING & HAD RECD ONLY 2 HRS OF INSTRUCTION IN CONVENTIONAL MULTI-ENG ACFT. HE HAD NEVER BEEN REQUIRED TO PERFORM WT/BAL COMPUTATIONS IN HIS MILITARY FLYING OR ANY FAA EXAM OR CHECKRIDES. CO MANAGEMENT DID NOT COMPLY WITH INSURANCE STIPULATIONS WHICH REQUIRED PLT OF THEFLT TO ATTEND A CESSNA FLT TRAINING SCHOOL, NOR DID THE PLT SATISFY THE MINIMUM HR REQUIREMENTS. FAA CERT EXAMINER LOST CERT ON 7/10/82, HISTORY OF INCOMPLETE OR SUBSTANDARD CHECKRIDES. OCCUPANTS DIED OF THERMAL BURNS & SMOKE INHALATION.

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 - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) AIRCRAFT WEIGHT AND BALANCE - NOT PERFORMED - PILOT IN COMMAND
3. (C) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. (C) PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
5. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
6. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. (C) INADEQUATE TRANSITION/UPGRADE TRAINING - COMPANY/OPERATOR MANAGEMENT
8. (F) INSUFF STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
9. (F) INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - FAA(ORGANIZATION)
10. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

11. OBJECT - TREE(S)

Occurrence #3: FIRE

Phase of Operation: OTHER

Findings

12. (F) PASSENGER BRIEFING - NOT PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, 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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/05/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	758 hours (Total, all aircraft), 59 hours (Total, this make and model), 691 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBERTSON	Registration:	N110VM
Model/Series:	C-414 C-414	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	414-0390
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6350 lbs
Time Since Last Inspection:	23 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2459 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520-N
Registered Owner:	WILLIAM D. JENKINS	Rated Power:	310 hp
Operator:	LAST DAYS MINISTRIES	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	TYR, 0 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1944	Direction from Accident Site:	350°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	90° C / 0° C
Precipitation and Obscuration:			
Departure Point:	LINDALE, TX	Type of Flight Plan Filed:	None
Destination:	LINDALE, TX	Type of Clearance:	None
Departure Time:	1921	Type of Airspace:	

Airport Information

Airport:	GARDEN VALLEY (PVT)	Runway Surface Type:	Macadam
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	3163 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	11 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	12 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	07/28/1983
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](#).