



National Transportation Safety Board Aviation Accident Final Report

Location:	MARION, NC	Accident Number:	ATL83FA337
Date & Time:	08/22/1983, 2200 EDT	Registration:	N5ER
Aircraft:	CESSNA 414A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

DURING THE TAKEOFF RUN, AT 85 KTS, THE ACFT HIT A BUMP & THE PLT STATED HIS FORWARD VISION WAS OBSTRUCTED BY WATER ON THE WINDSHIELD. HE INSTINCTIVELY PULLED BACK ON THE CONTROLS & BECAME AIRBORNE. HE LOST SIGHT OF THE RIGHT SIDE SET OF RWY LIGHTS & WAS REPORTEDLY FLYING 'BLIND.' THE ACFT DRIFTED LEFT INTO TREES & CAME TO REST IN SHALLOW WATER IN A BACKWATER AREA 150 FT NORTH OF THE DEPARTURE END OF RWY 10. MANY OF THE RWY LIGHTS WERE EITHER NOT OPERATING OR WERE OBSTRUCTED. NO LIGHTS IN THE LAST 1000 FT OF THE RWY WERE BOTH OPERATING & UNOBSTRUCTED. THE NOAA ARPT/FACILITY DIRECTOR CONTAINS A REMARK FOR THE ARPT 'RUNWAY SUBJECT TO FLOODING AFTER VERY HEAVY RAINS.' THIS REMARK DOES NOT APPEAR IN THE JEPPESEN 'AIRPORT DIRECTORY' THAT THE PLT WAS USING. AFTER THE ACCIDENT THE PLT STATED HE WALKED THROUGH THE EASTERN END OF THE RWY & FOUND HIMSELF 'UP TO HIS ANKLES' IN ABOUT 3 INCHES OF WATER.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WATER, GLASSY
2. (F) CHARTS/OTHER MANUALS - INADEQUATE
3. (F) UNSAFE/HAZARDOUS CONDITION WARNING - NOT IDENTIFIED - MANUFACTURER
4. (F) AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INADEQUATE
5. (F) OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
6. (F) NOTAMS - NOT ISSUED - AIRPORT PERSONNEL
7. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
8. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
9. (F) LIGHT CONDITION - DARK NIGHT
10. (C) AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
11. (C) VISUAL/AURAL DETECTION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	64, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/29/1982
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	16372 hours (Total, all aircraft), 1571 hours (Total, this make and model), 15982 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5ER
Model/Series:	414A 414A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	414A0037
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	04/22/1983, 100 Hour	Certified Max Gross Wt.:	6350 lbs
Time Since Last Inspection:	97 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1582 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	TSIO-520NB
Registered Owner:	COUNTRY CLUB HOMES, INC.	Rated Power:	310 hp
Operator:	COUNTRY CLUB HOMES, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
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	3 Miles
Lowest Ceiling:	Unknown / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 22° C
Precipitation and Obscuration:			
Departure Point:	(9A9)	Type of Flight Plan Filed:	IFR
Destination:	RALEIGH, NC (RDU)	Type of Clearance:	None
Departure Time:	2200 EDT	Type of Airspace:	Class G

Airport Information

Airport:	SHIFLET FIELD (9A9)	Runway Surface Type:	Grass/turf
Airport Elevation:	1212 ft	Runway Surface Condition:	Wet
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	3340 ft / 180 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	4 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JOHN B DRAKE	Report Date:	
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.ntsb.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](#).