



National Transportation Safety Board Aviation Accident Final Report

Location:	BAYPORT, NY	Accident Number:	NYC83FA193
Date & Time:	07/28/1983, 1515 EDT	Registration:	N6878S
Aircraft:	North American Rockwell Corp. 680	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

AT ABOUT 60 FT AGL BLACK SMOKE WAS OBSERVED COMING FROM THE LEFT ENG. THE ACFT CONTINUED A CLIMB IN A NOSE HIGH ATTITUDE & THE NOSE PITCHED DOWN & THE ACFT ROLLED INVERTED. ENG TEARDOWN REVEALED EXTENSIVE DAMAGE TO THE SUPERCHARGER ASSEMBLY. THE IMPELLER SHAFT WAS BENT & ITS ASSOCIATED BEARING DAMAGED. THE ACFT HAD NOT FLOWN FOR ABOUT 14 YRS. ENG SERVICE INSTRUCTIONS DESCRIBE PRE-OILING OF THE SUPERCHARGER DRIVE SHAFT BEARING AFTER ANY PROLONGED PERIOD OF INACTIVITY. THE OWNER, A PARAPLEGIC, WAS SEATED IN THE LEFT SEAT. THE PLT SEATED IN THE RIGHT SEAT HAD A HISTORY OF HEART & PULMONARY DISEASE. THE GEAR & FLAPS WERE IN THE DOWN POSITION. PRIOR TO DEPARTURE, A WITNESS ASKED THE OWNER 'ARE YOU DOING THE ELEVATORS AND AILERONS AND IS HE YOUR RUDDERS.' THE OWNER RESPONDED WITH 'WE HAVE AN ARRANGEMENT.'

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) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) MAINTENANCE,SERVICE BULLETIN/LETTER - NOT FOLLOWED - COMPANY MAINTENANCE PERSONNEL
 2. (C) ENG ASSEMBLY,BLOWER/IMPELLER/INTEGRAL SUPERCHARGER - FAILURE,TOTAL
 3. (C) MAINTENANCE,LUBRICATION - NOT PERFORMED - COMPANY MAINTENANCE PERSONNEL
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. (C) AIRCRAFT HANDLING - UNCONTROLLED - PILOT IN COMMAND
 5. (C) INCAPACITATION(OTHER CARDIOVASCULAR) - PILOT IN COMMAND
 6. (C) AIRSPEED(VMC) - NOT POSSIBLE - UNQUALIFIED PERSON
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/06/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	North American Rockwell Corp.	Registration:	N6878S
Model/Series:	680 680	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	409-85
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	07/22/1983, Unknown	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4967 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	GSO-480-B1AC
Registered Owner:	TOMAR AIRWAYS, INC.	Rated Power:	340 hp
Operator:	TOMAR AIRWAYS, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ISP, 99 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	1450 EDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 20° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	ISLIP, NY (ISP)	Type of Clearance:	None
Departure Time:	1555	Type of Airspace:	Class G

Airport Information

Airport:	BAYPORT (23N)	Runway Surface Type:	Grass/turf
Airport Elevation:	41 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2740 ft / 120 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MICHAEL T KUZENKO	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/ .		

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](#).