



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	MADISON, GA	<b>Accident Number:</b>	ATL83LA087
<b>Date &amp; Time:</b>	01/11/1983, 1450 EST	<b>Registration:</b>	N520R
<b>Aircraft:</b>	LOCKHEED 18-56	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None

**Flight Conducted Under:** Part 91F: Special Flt Ops.

---

## Analysis

THE PLT REPORTED THAT AFTER HE TAXIED TO THE RWY, THE #1 OIL TEMP WAS NOT UP TO THE MINIMUM TEMP. HE SET THE PARKING & ADVANCED THE #1 THROTTLE TO 1500 RPM UNTIL THE ENGINE WARMED UP. WHEN BOTH OIL TEMPS WERE WITHIN LIMITS, HE ADVANCED BOTH THROTTLES TO 30 INCHES MP & 2250 RPM FOR A PRETAKEOFF CHECK. AT THAT TIME, HE USED THE NORMAL (TOE) BRAKES, SINCE THE PARKING BRAKE WOULD NOT HOLD THE ACFT ABOVE APRX 1700 RPM. HE THEN APPLIED FULL POWER & RELEASED THE BRAKES FOR TAKEOFF. AS HE STARTED TO ROLL WITH A SLIGHT LEFT X-WIND, THE ACFT BEGAN DRIFTING LEFT. HE CORRECTED WITH RIGHT RUDDER, SOME RIGHT BRAKE & RIGHT AILERON. THE ACFT THEN BEGAN DRIFTING RIGHT & THE PLT SUSPECTED A WIND-SHIFT FROM THAT DIRECTION. HE APPLIED LEFT RUDDER & RIGHT AILERON, BUT THE PLANE VEERED RIGHT, WENT OFF THE RWY & HEADED FOR A DITCH. UNABLE TO STOP, THE PLT TRIED TO CLEAR THE DITCH. AS THE ACFT BECAME AIRBORNE, THE LEFT WING DROPPED & HIT THE GROUND, AND THE ACFT YAWED & CRASHED. THE PARKING BRAKE WAS FOUND PARTIALLY ENGAGED. TIRE MARKS WERE EVIDENT ON THE RWY.

## 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 - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (C) PARKING BRAKES - INADVERTENT USE - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CROSSWIND
4. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (F) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF

### Findings

6. (F) TERRAIN CONDITION - DITCH
7. (F) LIFT-OFF - INITIATED - PILOT IN COMMAND
8. (F) STALL/MUSH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/27/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	15245 hours (Total, all aircraft), 28 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 190 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	LOCKHEED	<b>Registration:</b>	N520R
<b>Model/Series:</b>	18-56 18-56	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	2183
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	12/03/1982, 100 Hour	<b>Certified Max Gross Wt.:</b>	19500 lbs
<b>Time Since Last Inspection:</b>	15 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	10823 Hours	<b>Engine Manufacturer:</b>	WRIGHT
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	R-1820-56
<b>Registered Owner:</b>	JOSEPH J. HILSMAN	<b>Rated Power:</b>	1300 hp
<b>Operator:</b>	JOSEPH J. HILSMAN	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	GEORGIA SOUTH AMERICA	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	MIAMI, FL (MIA)	Type of Clearance:	None
Departure Time:	1440 EST	Type of Airspace:	Class G

## Airport Information

Airport:	MADISON MUNICIPAL (52A)	Runway Surface Type:	Asphalt
Airport Elevation:	688 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	3200 ft / 50 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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](#).