



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	TULSA, OK	<b>Accident Number:</b>	FTW88DPJ07
<b>Date &amp; Time:</b>	06/29/1988, 0625 CDT	<b>Registration:</b>	N3756Q
<b>Aircraft:</b>	NORTHROP C-125A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE PILOT DID NOT HOLD A TYPE RATING OR WRITTEN AUTHORIZATION TO ACT AS PILOT IN COMMAND. THE CO-PILOT DID NOT HOLD A TYPE RATING OR WRITTEN AUTHORIZATION TO ACT AS SECOND IN COMMAND AND HIS MEDICAL HAD EXPIRED. THE AIRCRAFT DID NOT HAVE AN AIRWORTHINESS CERTIFICATE NOR HAD A SPECIAL FLIGHT PERMIT BEEN ISSUED. THE LEFT PROPELLER WENT INTO REVERSE DURING THE INITIAL CLIMB DUE TO CORROSION AND DETERIORATION OF THE WIRING THAT CONTROLLED THE PROPELLER. THE ACFT CRASHED OUT OF CONTROL AFTER COLLIDING WITH POWER LINES DURING TAKEOFF. IT STRUCK THE GROUND AND WENT THRU A FENCE THEN DOWN A SLOPE AND OVER AN EMBANKMENT. THE ACFT THEN BOUNCED ACROSS A STREET WHILE TURNING AROUND AND COLLIDING WITH A POWER LINE POLE TAIL FIRST. THE ACFT HAD TRAVELED ABOUT 537 FT FROM INITIAL GROUND CONTACT. ALL 3 ENGINES WERE STILL PRODUCING POWER WHEN THE ACFT CAME TO REST.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) ELECTRICAL SYSTEM - CORRODED
2. (F) INADEQ SUBSTANTIATION PROCESS, INADEQ DOCUMENTATION - COMPANY/OPERATOR MGMT
3. (C) ELECTRICAL SYSTEM - DETERIORATED
4. (C) PROPELLER SYSTEM/ACCESSORIES, REVERSING SYSTEM - ENGAGED
5. (C) PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
6. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
7. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
8. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT/SECOND PILOT

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### History of Flight

#### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/28/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6274 hours (Total, all aircraft), 56 hours (Total, this make and model)		

#### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	NORTHROP	<b>Registration:</b>	N3756Q
<b>Model/Series:</b>	C-125A C-125A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	48-634
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	05/02/1988, Unknown	<b>Certified Max Gross Wt.:</b>	38000 lbs
<b>Time Since Last Inspection:</b>	56 Hours	<b>Engines:</b>	3 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	WRIGHT
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	R-1820-202A
<b>Registered Owner:</b>	DARRYL G. GREENAMYER, INC.	<b>Rated Power:</b>	1275 hp
<b>Operator:</b>	DARRYL G. GREENAMYER, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TUL, 776 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0635 CDT	Direction from Accident Site:	170°
Lowest Cloud Condition:	Scattered / 4500 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 7000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:	(TUL)	Type of Flight Plan Filed:	VFR
Destination:	DAYTON, OH (FOF)	Type of Clearance:	VFR
Departure Time:	0625 CDT	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	TULSA INTERNATIONAL (TUL)	Runway Surface Type:	Asphalt
Airport Elevation:	676 ft	Runway Surface Condition:	
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	7700 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	GLEN E VEAL	Report Date:	07/10/1989
Additional Participating Persons:	C E NOWE; BETHANY, OK RONNIE C EVANS; BETHANY, OK		
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> .		

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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](#).