

Brief of Accident

Adopted

ATL85FMG01
File No. 531 02/22/1985 MORRISVILLE ,NC Aircraft Reg No. N5275U Time (Local): 10:51 EST

Make/Model:	Mcclellan J. Grote/DRAGONFLY	Fatal	1	Serious	0	Minor/None	0
Engine Make/Model:	Volkswagen / 60-2DM/1834CC	Crew	1		0		0
Aircraft Damage:	Destroyed	Pass	0		0		0
Number of Engines:	1						
Operating Certificate(s):							
Type of Flight Operation:							
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point: Same as Accident/Incident Location
Destination: Local Flight
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: None
Visibility: 12.00 SM
Wind Dir/Speed: 210 / 010 kts
Temperature (°C): 16
Precip/Obscuration:

Pilot-in-Command Age: 48

Flight Time (Hours)

Certificate(s)/Rating(s)
Airline Transport; Multi-engine Land; Single-engine Land; Helicopter

Total All Aircraft: 11819
Last 90 Days: 130
Total Make/Model: 2
Total Instrument Time: UnK/Nr

Instrument Ratings
Airplane

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

THE OWNER/BUILDER HAD PREPARED THE ACFT FOR ITS 1ST FLT. THIS PREPARATION INCLUDED HIGH SPEED TAXI TESTS, A BRAKE LINE REPAIR & ENG ADJUSTMENTS. TWO 17.6 LB BARBELL WEIGHTS WERE TIED TO THE WING LIFT BULKHEAD WITH 5/16 INCH HEMP ROPE FOR PURPOSES OF WEIGHT & BALANCE. A DECISION WAS MADE FOR THE OWNER'S FATHER, AN EXPERIENCED PLT, TO FLY THE INITIAL TEST FLT. THE PLT MADE A HIGH SPEED RUN WITH AN OPTION TO TAKEOFF & ABORTED WHEN THE ENG DEVELOPED A MISS. HE THEN PERFORMED A SATISFACTORY RUN-UP & TOOK OFF ON THE NEXT ATTEMPT. AFTER TAKING OFF, THE PLT REMAINED IN THE TRAFFIC PATTERN & TURNED ONTO A DOWNWIND FOR RWY 23. THE ACFT THEN NOSED OVER & CRASHED IN A NEAR VERTICAL DESCENT. AN EXAM OF THE FLT CONTROL SYS REVEALED NO EVIDENCE OF A PREIMPACT MALFUNCTION. ALL FRACTURES SHOWED EVIDENCE OF OVERLOAD FAILURE. THE BALLAST WEIGHTS WERE NOT SECURED IN ACCORDANCE WITH NORMAL AERONAUTICAL PRACTICES. THERE WAS EVIDENCE THAT THEY COULD HAVE COME LOOSE & JAMMED THE FLT CONTROLS OR SHIFTED THE CG.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (C) MISC EQPT/FURNISHINGS - IMPROPER
 2. (C) MAINTENANCE,INSTALLATION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
 3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. (C) MISC EQPT/FURNISHINGS - LOOSE
 5. AIRCRAFT HANDLING - NOT MAINTAINED
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings Legend: (C) = Cause, (F) = Factor