
 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: FTW96LA404		Aircraft Registration Number: N6103K	
		Occurrence Date: 09/30/1996		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place SANTA FE	State NM	Zip Code 87500	Local Time 0930	Time Zone MDT	
Airport Proximity: On Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Republic		Model/Series RC-3 /RC-3		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On September 30, 1996, at 0930 mountain daylight time, a Republic RC-3, N6103K, registered to and operated by a private owner under Title 14 CFR Part 91, crashed during takeoff at Santa Fe County Municipal Airport, Santa Fe, New Mexico. Visual meteorological conditions prevailed and a VFR flight plan was filed. The airline transport rated pilot/owner was not injured and the pilot rated passenger received serious injuries. The airplane sustained substantial damage and the flight was originating at the time of the accident.</p> <p>During telephone interviews, conducted by the investigator-in-charge the pilot/owner and the pilot rated passenger reported the following information. The pilot/owner purchased the airplane in New York and flew with the pilot rated passenger/flight instructor for 18 hours prior to beginning the ferry flight to California. En route the flight stopped at Chicago for refueling. Other obligations diverted the owner and he agreed for the flight instructor to continue ferrying the airplane and they would meet at Santa Fe. The airline transport rated pilot/flight instructor ferried the airplane to Topeka, Kansas, and Santa Fe, New Mexico. On the morning of the accident the pilots were departing Santa Fe with a planned fuel stop at Holbrook, Arizona, and a final destination of Discovery Bay, California. The owner stated that he was the pilot-in-command (PIC) during the takeoff from Santa Fe. En route he was going to receive flight instruction from the pilot rated passenger/flight instructor toward his airplane single engine seaplane rating. The flight control column attaches at the right side of the cockpit instrument panel with a horizontal column extending to the left side of the cockpit where the control yoke is attached. The PIC reported a takeoff weight of 2,800 pounds with a planned performance climb of 290 fpm.</p> <p>The pilot/owner further stated that during the takeoff on runway 2, the airplane was flown over the runway with full power to an airspeed of 80 mph. The gear was retracted at about 30 to 50 feet above the runway and as the airplane approached the departure end of the runway, the airplane encountered a "windshear, the airspeed decreased to 60 mph (stall speed 58 mph) and the airplane would not climb." Observing power lines ahead of the airplane, the pilot flew the airplane under the lines and struck the terrain with the gear retracted. Damage was reported to the hull and wings. The pilot reported the winds from the north at 9 to 11 knots and the pilot rated passenger reported the winds from 020 degrees at 18 knots.</p> <p>The investigator-in-charge reviewed the Albuquerque Flight Service Station (AFSS) pilot weather briefing for the VFR flight from Santa Fe, New Mexico, to Holbrook, Arizona, with continuing legs to Winslow, Arizona, and Henderson, Nevada. The briefer reported a high pressure area and high cirrus along the planned route with no significant weather forecasted or reported. Santa Fe was reporting clear skies with 40 miles visibility and winds from the north at 8 knots. The pilot inquired about density altitude along the route for the noon hour and was informed that the temperature forecast through northern Arizona was 77 degrees Fahrenheit and Las Vegas, Nevada, 94 degrees Fahrenheit; however, the exact time for reaching those temperatures was not known.</p>					
FACTUAL REPORT - AVIATION					


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Narrative (Continued)


On March 3, 1997, the passenger rated pilot, submitted the additional information. The aircraft "climbed out of ground effect with an indicated airspeed of around 70 mph." He noticed "turbulent airflow over the wings" and told the pilot that "he was getting slow and not to stall the aircraft." The pilot released the "back pressure on the yoke to recover from the impending stall, but there wasn't sufficient altitude to recover level flight."

On the enclosed statements witnesses reported observing the airplane. One witness observed the airplane trying to rotate and the wings "flaring back and forth several times." Witnesses observed the airplane in ground effect, approximately 15 to 20 feet off the runway, not climbing, and in a high angle of attack as it proceeded down the runway. The airplane was observed losing altitude from approximately 50 feet to 10 feet AGL. The airplane cleared the departure end of the runway and was described as "sort of wobbling down with a tail low attitude." One of the witnesses, who responded to the scene, reported that the airplane went between 2 poles, hit a fence, crossed a road, and came to rest as it struck the back of a parked truck.

The FAA inspector who examined the airplane, calculated the takeoff weight at the maximum allowable gross weight of 3,150 pounds. The density altitude at Santa Fe was calculated as 7,600 feet by the investigator-in-charge.

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Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
SANTE FE COUNTY MUNICIPAL	SAF	6345 Ft. MSL	2	8324	150
Runway Surface Type: Asphalt					
Runway Surface Condition: Dry					
Approach/Arrival Flown:					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer	Model/Series		Serial Number		
Republic	RC-3 /RC-3		286		
Airworthiness Certificate(s): Normal					
Landing Gear Type: Amphibian					
Amateur Built Acft? No	Number of Seats: 4	Certified Max Gross Wt.	3150 LBS	Number of Engines: 1	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Reciprocating	Franklin	B9F	215 HP		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Annual	10/1995	39 Hours	1105 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner	Street Address				
EDGAR TELLO	1720 ANCHORAGE WAY				
	City	State	Zip Code		
	DISCOVERY BAY	CA	94514		
Operator of Aircraft	Street Address				
EDGAR TELLO	1720 ANCHORAGE WAY				
	City	State	Zip Code		
	DISCOVERY BAY	CA	94514		
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Ferry					
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First Pilot Information																																																																																															
Name		City		State	Date of Birth	Age																																																																																									
On File		On File		On File	On File	36																																																																																									
Sex: M	Seat Occupied: Left	Occupational Pilot? Civilian Pilot			Certificate Number: On File																																																																																										
Certificate(s): Airline Transport; Flight Engineer																																																																																															
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																															
Rotorcraft/Glider/LTA: None																																																																																															
Instrument Rating(s): Airplane																																																																																															
Instructor Rating(s): Airplane Single-engine																																																																																															
Current Biennial Flight Review?																																																																																															
Medical Cert.: Class 1		Medical Cert. Status: Valid Medical--no waivers/lim.			Date of Last Medical Exam: 05/1996																																																																																										
<table border="1"> <thead> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>7000</td> <td>20</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instruction Received</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>210</td> <td></td> <td></td> <td>210</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>80</td> <td>20</td> <td>24</td> <td>60</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	7000	20									Pilot In Command(PIC)											Instructor											Instruction Received											Last 90 Days	210			210							Last 30 Days	80	20	24	60							Last 24 Hours										
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Seatbelt Used? Yes		Shoulder Harness Used? Unknown		Toxicology Performed? No		Second Pilot? No																																																																																									
Flight Plan/Itinerary																																																																																															
Type of Flight Plan Filed: VFR																																																																																															
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																																										
Same as Accident/Incident Location			SAF	0925	MDT																																																																																										
Destination		State	Airport Identifier																																																																																												
HOLBROOK		AR	P14																																																																																												
Type of Clearance: VFR																																																																																															
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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
SAF	0858	MDT	6345 Ft. MSL	1 NM	200 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None			0 Ft. AGL	Visibility: 40 SM	Altimeter: 30.00 "Hg
Temperature: 13 °C		Dew Point: 1 °C	Weather Conditions at Accident Site: Visual Conditions		
Wind Direction: 360		Wind Speed: 8		Wind Gusts:	
Visibility (RVR): 0 Ft.		Visibility (RVV) 0 SM			
Precip and/or Obscuration:					

Accident Information					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot				1	1	
Second Pilot						
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer						
Cabin Attendants						
Other Crew						
Passengers		1			1	
- TOTAL ABOARD -		1		1	2	
Other Ground	0	0	0		0	
- GRAND TOTAL -	0	1	0	1	2	

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Administrative Information		
Investigator-In-Charge (IIC) JOYCE M. SMITH		
Additional Persons Participating in This Accident/Incident Investigation: JAMES MALARSIE ALBUQUERQUE, NM		
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