



Aviation Investigation Factual Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Laneville, Texas | Accident Number: | CEN12LA257 |
| Date & Time: | April 23, 2012, 11:30 Local | Registration: | N6155M |
| Aircraft: | CLIFTON BREEZY | Aircraft Damage: | Substantial |
| Defining Event: | Loss of engine power (total) | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Factual Information

On April 23, 2012, at 1130 central daylight time, an experimental Clifton Breezy, N6155M, collided with the terrain during a forced landing to a field in Laneville, Texas, following a loss of engine power. The airplane was substantially damaged. The pilot and passenger were not injured. Visual meteorological conditions prevailed and no flight plan was filed. The flight was being conducted under the provisions of Title 14 Code of Federal Regulations Part 91. The accident occurred during the last leg of a multi-leg cross country flight, which departed from Palestine, Texas, about 1045.

The pilot had just purchased the airplane and was flying it cross-country back to his local airport. The pilot filled the airplane's fuel tanks during the last en route stop. About 45 minutes later, the engine lost power. The pilot stated that he increased the mixture and pumped the throttle to no avail. He selected a field in which to land and at the last minute saw a barbed wire fence in the flight path. The pilot noted that he did not want to hit the barbed wire head-on in the open-cockpit airplane. He increased the pitch attitude in an attempt to clear the fence; however, the airplane "pancaked" to the ground.

A postaccident examination of the airframe and engine did not reveal any failures/malfunctions that would have resulted in the loss of engine power.

The temperature and dewpoint recorded at the Cherokee County Airport (KJSO), Jacksonville, Texas, located about 23 miles west of the accident site, at 1255, were 19 degrees Celsius and 0 degrees Celsius, respectively. Federal Aviation Administration guidance noted a possibility of carburetor icing at glide and cruise power under those conditions.

Pilot Information

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| Certificate: | Private | Age: | 35,Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Without waivers/limitations | Last FAA Medical Exam: | June 13, 2008 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | June 3, 2010 |
| Flight Time: | 474 hours (Total, all aircraft), 18 hours (Total, this make and model), 373 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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| Aircraft Make: | CLIFTON | Registration: | N6155M |
| Model/Series: | BREEZY | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | Yes |
| Airworthiness Certificate: | Experimental (Special) | Serial Number: | 101 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | May 1, 2011 Annual | Certified Max Gross Wt.: | 1455 lbs |
| Time Since Last Inspection: | 20 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | 0-235-C2C |
| Registered Owner: | Aircraft Acquisitions, LLC | Rated Power: | 110 Horsepower |
| Operator: | Carl Davis | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KJSO,678 ft msl | Distance from Accident Site: | 23 Nautical Miles |
| Observation Time: | 12:35 Local | Direction from Accident Site: | 258° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 7 knots / None | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 360° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 19°C / 0°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Palestine, TX (KPSN) | Type of Flight Plan Filed: | None |
| Destination: | Mansfield, LA (K3F3) | Type of Clearance: | None |
| Departure Time: | 10:45 Local | Type of Airspace: | Class G |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 31.936111,-94.837776 |

Administrative Information

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| Investigator In Charge (IIC): | Sullivan, Pamela |
| Additional Participating Persons: | David Shugart; FAA-DAL-FSDO; Irving, TX |
| Report Date: | September 6, 2012 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=83485 |

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).