



Aviation Investigation Final Report

Location:	MICHIGAN, North Dakota	Accident Number:	DEN85LA147
Date & Time:	June 2, 1985, 16:30 Local	Registration:	N3569G
Aircraft:	Intermountain Mfg. (IMCO) CALLAIR A-9	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

THE PLT ELECTED TO FLY THE NEWLY PURCHASED ACFT AROUND THE AIRSTRIP TO TEST THE SPRAY SYS. SHORTLY AFTER TAKING OFF, THE ENG STOPPED RUNNING WHILE THE ACFT WAS OVER A SLOUGH. THE PLT WAS UNABLE TO GLIDE THE ACFT TO SUITABLE TERRAIN, & SUBSEQUENTLY, THE ACFT NOSED OVER DURING A LANDING IN AN AREA OF MUD & WATER. THE PLT REPORTED THAT THE ENG HAD STOPPED AFTER THE FUEL LOW PRESSURE LIGHT HAD ILLUMINATED. IN AN INTERVIEW, HE SAID THE FUEL TANKS WERE 1/4 FULL. LATER, HE ESTIMATED THERE WAS 10 TO 12 GAL ON BOARD. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE PLT DID NOT POSSESS A CURRENT MEDICAL OR PLT CERTIFICATE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING

Findings

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

2. QUALIFICATION - PILOT IN COMMAND
 3. (F) FLUID,FUEL - LOW LEVEL
 4. (C) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 5. (C) FLUID,FUEL - STARVATION
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Occurrence #2: FORCED LANDING
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (F) TERRAIN CONDITION - WET
 7. (F) TERRAIN CONDITION - SOFT
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Occurrence #4: NOSE OVER
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	None	Age:	49, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Intermountain Mfg. (IMCO)	Registration:	N3569G
Model/Series:	CALLAIR A-9 CALLAIR A-	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1168
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1100 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-540
Registered Owner:	ALLEN WASNESS	Rated Power:	230 Horsepower
Operator:	DON ORWICK	Operating Certificate(s) Held:	None
Operator Does Business As:	DON'S AEROSPRAY	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	315°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:27 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE	Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	48.020111,-98.110023(est)

Administrative Information

Investigator In Charge (IIC):	Winningham, Fred
Additional Participating Persons:	ROBERT BEBOUT; FARGO , ND JOHN WHITE; FARGO , ND
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=16688

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).