



# Aviation Investigation Final Report

<b>Location:</b>	CANDO, North Dakota	<b>Accident Number:</b>	DEN87LA085
<b>Date &amp; Time:</b>	April 6, 1987, 09:30 Local	<b>Registration:</b>	N4069X
<b>Aircraft:</b>	AERO COMMANDER 100-180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE ACFT ATTEMPTED LANDING AND ON SHORT FINAL, THE PLT RECOGNIZED A PICKUP TRUCK OBSTRUCTING THE RWY NEAR MIDFIELD. A GO AROUND WAS ATTEMPTED RESULTING IN AN INADVERTANT STALL. THE LEFT WING DIPPED, STRUCK THE RWY, AND SKIDDED INTO THE VEHICLE. THE ACFT AND VEHICLE LEFT THE RWY COMING THE REST ON THE SOD AREA LEFT ON THE RWY. ANOTHER ACFT ATTEMPTING TO LAND PRIOR TO THE ACCIDENT HAD TO GO AROUND WHILE THE SAME VEHICLE BLOCKED THE RWY.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING

#### Findings

1. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
2. (C) LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. (C) STALL - INADVERTENT - PILOT IN COMMAND
5. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

6. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
7. (C) VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
8. (C) PROCEDURES/DIRECTIVES - IMPROPER - DRIVER OF VEHICLE

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

9. OBJECT - VEHICLE
10. (C) OTHER AIRPORT/RUNWAY MAINTENANCE - UNCONTROLLED - AIRPORT PERSONNEL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 1, 1986
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	49 hours (Total, all aircraft), 49 hours (Total, this make and model), 49 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AERO COMMANDER	<b>Registration:</b>	N4069X
<b>Model/Series:</b>	100-180 100-180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	5109
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 12, 1986 Annual	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	612 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A2F
<b>Registered Owner:</b>	DELBERT D. LEWALLEN	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:05 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CANDO 9D7	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1482 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	12	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2750 ft / 65 ft	<b>VFR Approach/Landing:</b>	Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	1 Minor	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	48.480792,-99.200546(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Collins, Robert
<b>Additional Participating Persons:</b>	FRED CLARD; , ND MARK NELSON;
<b>Original Publish Date:</b>	April 25, 1988
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=17191">https://data.nts.gov/Docket?ProjectID=17191</a>

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