



Aviation Investigation Final Report

Location:	ROCKWALL, Texas	Accident Number:	FTW84LA401
Date & Time:	September 18, 1984, 16:30 Local	Registration:	N105BA
Aircraft:	PITTS S-T1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT THE RWY WAS CLEAR WHEN HE TURNED ON FINAL. ONCE ON FINAL FORWARD VISIBILITY IS LIMITED AND THE PILOT DID NOT SEE THE COW UNTIL THE ACFT COLLIDED WITH IT. THE AIRPORT MANAGER WAS AWARE OF THE PROBLEM OF CATTLE WONDERING ONTO THE RWY BUT HAD DONE NOTHING TO IMPROVE THE SITUATION OR ADVISE PILOTS OF THE HAZARD.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. OBJECT - ANIMAL(S)
2. (C) UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - AIRPORT PERSONNEL

Factual Information

Pilot Information

Certificate:	Private	Age:	57, 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 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 5, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1254 hours (Total, all aircraft), 124 hours (Total, this make and model), 1194 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PITTS	Registration:	N105BA
Model/Series:	S-T1 S-T1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1010
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 8, 1984 Annual	Certified Max Gross Wt.:	1150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	124 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	AEIO-360-A1E
Registered Owner:	BRUCE C. SIDLINGER	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		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	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ROCKWALL MUNI. F46	Runway Surface Type:	Asphalt
Airport Elevation:	574 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	2300 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.920524,-96.449272(est)

Administrative Information

Investigator In Charge (IIC): Johnson, J

Additional Participating Persons: ANN STONE; DALLAS , TX

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21472>

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](#).