



# Aviation Investigation Final Report

<b>Location:</b>	TEMPLE, Texas	<b>Accident Number:</b>	FTW86LRG28
<b>Date &amp; Time:</b>	June 27, 1986, 17:00 Local	<b>Registration:</b>	N8245G
<b>Aircraft:</b>	CESSNA A188B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

DURING THE INITIAL CLIMB AFTER TAKEOFF THE PILOT EXPERIENCED A LOSS OF POWER AND ATTEMPTED TO RETURN TO THE PRIVATE AIRPORT FROM WHICH HE HAD DEPARTED. UNABLE TO REACH THE RUNWAY THE AIRCRAFT LANDED IN ROUGH TERRAIN COLLIDING WITH A MOUND OF DIRT. BOTH MAIN LANDING GEARS SEPARATED FROM THE FUSELAGE CAUSING THE AIRCRAFT TO NOSEOVER INVERTED. A LOCAL MECHANIC RELATED THAT THE ENGINE WAS MECHANICALLY INTACT AND ROTATED FREELY AND WAS ADEQUATELY SERVICED WITH OIL. HE FURTHER STATED THAT, ALTHOUGH FUELED FROM AN UNFILTERED TRUCK, AND UNKNOWN BUT SUFFICIENT QUANTITY OF FUEL WAS ONBOARD AT THE TIME OF THE POWER LOSS. THE CAUSE OF THE LOSS OF POWER WAS UNDETERMINED. PLTS FLT TIME WAS NOT REPORTED/UNAVAILABLE.

## 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  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING  
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)  
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN
  3. (F) LANDING GEAR,MAIN GEAR - SEPARATION
  4. (F) LANDING GEAR,MAIN GEAR - OVERLOAD
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Occurrence #4: NOSE OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Center
<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 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 27, 1986
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N8245G
<b>Model/Series:</b>	A188B A188B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	18801268T
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	3300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-520-D
<b>Registered Owner:</b>	HARRY N. BAVERSCHLAG	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	B & C AG AVIATION	<b>Operating Certificate(s) Held:</b>	
<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>	TPL ,682 ft msl	<b>Distance from Accident Site:</b>	4 Nautical Miles
<b>Observation Time:</b>	16:48 Local	<b>Direction from Accident Site:</b>	160°
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	12 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	34°C / 22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	TEMPLE , TX (5TA1)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	31.079957,-97.249046(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Austin, Terry
<b>Additional Participating Persons:</b>	MICHAEL A MARTIN; SAN ANTONIO , TX
<b>Original Publish Date:</b>	March 10, 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.ntsb.gov/Docket?ProjectID=22159">https://data.ntsb.gov/Docket?ProjectID=22159</a>

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