



Aviation Investigation Final Report

Location:	LA PORTE, Texas	Accident Number:	FTW87LA015
Date & Time:	November 9, 1986, 14:00 Local	Registration:	N35DH
Aircraft:	HOUK PITTS S1-S	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A MECHANIC WAS ATTEMPTING TO PULL THE PROP THROUGH ONE REVOLUTION PRIOR TO STARTING THE ENGINE ON A PITTS S1-S. DUE TO A BAD P-LEAD ON THE MAGNETO'S THE ENGINE FIRED, CAUSING THE PROP TO STRIKE THE RIGHT LEG OF THE MECHANIC. THE MECHANICS LEG WAS AMPUTATED JUST ABOVE THE RIGHT KNEE.

Probable Cause and Findings

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

Findings

Occurrence #1: PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation: STANDING - STARTING ENGINE(S)

Findings

1. (C) IGNITION SYSTEM,MAGNETO - SEPARATION
2. (F) JUDGMENT - POOR - OTHER MAINTENANCE PERSONNEL
3. (C) IGNITION SYSTEM,HIGH TENSION WIRING - CRACKED
4. (F) MAINTENANCE,INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
5. (C) PROCEDURES/DIRECTIVES - IMPROPER - OTHER MAINTENANCE PERSONNEL

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	48, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 28, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	678 hours (Total, all aircraft), 152 hours (Total, this make and model), 534 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HOUK	Registration:	N35DH
Model/Series:	PITTS S1-S PITTS S1-S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	524620912
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	162 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-360-A4A
Registered Owner:	WILLIAM R. COOKE	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:	Scattered / 5000 ft AGL	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LA PORTE , TX (T41)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	

Airport Information

Airport:	LA PORTE ARPT. T41	Runway Surface Type:	Concrete
Airport Elevation:	29 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	1 Serious	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	29.660657,-95.039138(est)

Administrative Information

Investigator In Charge (IIC): Edwards, Armond

Additional Participating Persons: RALPH L WILSON; FORT WORTH , TX
MICHAEL D KNUCKEY; HOUSTON , TX

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=22298>

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](#).