



Aviation Investigation Final Report

Location:	CHANDLER, Arizona	Accident Number:	LAX96LA007
Date & Time:	October 6, 1995, 09:51 Local	Registration:	N5052E
Aircraft:	SCHLITTER RANS S-9	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while in cruise the engine suddenly stopped. He selected a road on which to land; however, vehicle traffic prevented its use and he was forced to land in a cotton field. The aircraft collided with high vegetation and plowed furrows during the landing roll, substantially damaging the airframe structure. Disassembly of the Rotax 503 two-stroke engine revealed that the #2 cylinder had seized. The reason for the seizure could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: seizure of the #2 cylinder for undetermined reasons. The lack of suitable terrain for the forced landing was a factor.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ENGINE ASSEMBLY,CYLINDER - UNDETERMINED
2. (C) ENGINE ASSEMBLY,CYLINDER - SEIZED

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE

4. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On October 6, 1995, at 0951 mountain standard time, a Schlitter Rans S-9 homebuilt experimental airplane, N5052E, collided with ground obstructions during a forced landing near Chandler, Arizona. The forced landing was precipitated by a complete loss of engine power during cruise flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft, owned and operated by the pilot, sustained substantial damage. The certificated private pilot, the sole occupant, was not injured. The local area personal flight originated about 0900 from Casa Grande, Arizona.

The pilot reported that while in cruise the engine suddenly stopped. He selected a road on which to land; however, vehicle traffic prevented its use and he was forced to land in a cotton field. The aircraft collided with high vegetation and plowed furrows during the landing roll, substantially damaging the airframe structure.

The aircraft and engine were examined by an FAA airworthiness inspector. He reported that disassembly of the Rotax 503 two-stroke engine revealed that the number two cylinder was seized. The inspector could not determine the reason for the cylinder seizure. Damage to the airframe consisted of damage to both main gear, engine mount, and a bottom longeron behind the main gear.

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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:	November 28, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	399 hours (Total, all aircraft), 8 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHLITTER	Registration:	N5052E
Model/Series:	RANS S-9 RANS S-9	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1087022
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	June 3, 1995 100 hour	Certified Max Gross Wt.:	670 lbs
Time Since Last Inspection:	11 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	139 Hrs	Engine Manufacturer:	ROTAX
ELT:	Not installed	Engine Model/Series:	503
Registered Owner:	GARY N. WISE	Rated Power:	47 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	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	32°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CASA GRANDE , AZ (CGZ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:15 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	33.319854,-111.820991(est)

Administrative Information

Investigator In Charge (IIC): Rich, Jeff

Additional Participating Persons: JOHN ELLER; SCOTTSDALE , AZ

Original Publish Date: April 29, 1996

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=29306>

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](#).