



Aviation Investigation Final Report

Location:	BAY ST. LOUIS, Mississippi	Accident Number:	MIA93LA063
Date & Time:	February 6, 1993, 14:00 Local	Registration:	N852DH
Aircraft:	BATES BARRACUDA	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE EXPERIMENTAL HOMEBUILT AIRPLANE WAS ON A TOUCH-AND-GO LANDING WHEN THE GEAR COLLAPSED. THE AIRPLANE WAS DESTROYED BY A FIRE THAT STARTED WHEN THE FUEL QUICK DRAIN WAS SHEARED OFF. THE DESTRUCTION OF THE AIRPLANE BY FIRE PRECLUDED THE DETERMINATION OF THE CAUSE OF THE GEAR COLLAPSE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: UNDETERMINED DUE TO THE DESTRUCTION OF THE AIRPLANE AFTER THE GEAR COLLAPSED ON LANDING.

Findings

Occurrence #1: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FIRE
Phase of Operation: LANDING - ROLL

Findings

2. (F) FUEL SYSTEM,DRAIN - SHEARED

Factual Information

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 12, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	750 hours (Total, all aircraft), 10 hours (Total, this make and model), 650 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BATES	Registration:	N852DH
Model/Series:	BARRACUDA I BARRACUDA	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	DBH 2
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	May 27, 1992 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	270 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-540
Registered Owner:	BATES, JAMES L.	Rated Power:	260 Horsepower
Operator:	BATES, JAMES L.	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:	GPT ,12 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	13:47 Local	Direction from Accident Site:	355°
Lowest Cloud Condition:	Scattered / 1700 ft AGL	Visibility	5 miles
Lowest Ceiling:	Broken / 2300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NEW ORLEANS , LA (MSY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	

Airport Information

Airport:	STENNIS INTERNATIONAL 3R6	Runway Surface Type:	Asphalt
Airport Elevation:	23 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	8499 ft / 150 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Alston, Andrew

Additional Participating Persons: KEN PHILLIPS; JACKSON , MS

Original Publish Date: February 10, 1994

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=33224>

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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](#).