



Aviation Investigation Final Report

Location:	BUSHNELL, Florida	Accident Number:	MIA97LA132
Date & Time:	April 9, 1997, 11:00 Local	Registration:	N3263H
Aircraft:	Ercoupe (Eng & Research Corp.) 415-C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated he was 'little too low' and 'misjudged sink rate' while on final approach to landing. The nose gear collided with a barbed wire fence and the airplane collided with the ground.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain a visual lookout and altitude while on final approach to landing resulting in an in-flight collision with a fence and subsequent collision with terrain.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
1. (C) PROPER DESCENT RATE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

2. OBJECT - FENCE

Factual Information

On April 9, 1997, about 1100 eastern daylight time, an Ercoupe 415-C, N3263H, registered to a private owner, crashed on a private grass strip in the vicinity of Bushnell, Florida. Visual meteorological conditions prevailed. The commercial-rated pilot and one passenger were not injured. The aircraft was substantially damaged. The flight was local and no flight plan was filed.

On final approach for landing, the airplane struck a barbed wire fence with the nose gear, bending it rearward, and collided with the ground, skidding to a stop. The pilot told the NTSB investigator-in-charge that he was "little too low" and "misjudged sink rate".

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	91, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 1, 1996
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	11656 hours (Total, all aircraft), 150 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe (Eng & Research Corp.)	Registration:	N3263H
Model/Series:	415-C 415-C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3888
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 7, 1996 Annual	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1679 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-85-12F
Registered Owner:	HAROLD D BARNES	Rated Power:	85 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:	LAL ,142 ft msl	Distance from Accident Site:	38 Nautical Miles
Observation Time:	10:50 Local	Direction from Accident Site:	185°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 15000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(09FD)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	CHERYL-LANE 09FD	Runway Surface Type:	Grass/turf
Airport Elevation:	74 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2600 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	28.660699,-82.109909(est)

Administrative Information

Investigator In Charge (IIC):	Martinez, Ana
Additional Participating Persons:	FRANCISCO RIOS; ORLANDO , FL
Original Publish Date:	September 5, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=38258

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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](#).