



Aviation Investigation Final Report

Location:	PORT ALLEN, Louisiana	Accident Number:	FTW99LA115
Date & Time:	April 11, 1999, 15:30 Local	Registration:	N2186B
Aircraft:	Davis/Cleaver 2	RENEGADE	Aircraft Damage: Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The homebuilt experimental airplane impacted trees during a forced landing following a loss of engine power. The airplane was turning to final approach to a private grass airstrip, when the engine lost power. The pilot attempted to avoid a residential area and flew towards an open area. During the approach, the airplane clipped a pecan tree resulting in the aircraft spinning around and impacting the ground. The FAA inspector, who visited the accident site, and the co-owner/repairman examined the Rotax engine. The reason for the loss of engine power could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power for undetermined reasons. A factor was the lack of suitable terrain for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

2. OBJECT - TREE(S)
3. (F) TERRAIN CONDITION - NONE SUITABLE

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On April 11, 1999, at 1530 central daylight time, a Davis/Cleaver Renegade 2 homebuilt experimental airplane, N2186B, was substantially damaged when it impacted trees and terrain during a forced landing following a loss of engine power near Port Allen, Louisiana. The private pilot, sole occupant, received minor injuries. The pilot and another private individual were the builders and owners of the biplane. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 local personal flight, which originated 30 minutes prior to the accident.

According to the pilot, the airplane was turning to final approach for a private grass strip, when the engine lost power. The pilot tried to avoid a residential area by flying toward an open area along the final approach path. During the approach, the biplane clipped a pecan tree resulting in the aircraft spinning around and impacting the ground in a nose low attitude. Witnesses to the accident helped the pilot out of the rear seat of the tandem-seat airplane.

According to an FAA inspector, the engine, forward of the firewall, was buried in the ground. The front cockpit area was "heavily" damaged. The left wings were crushed aft approximately 12 inches, and the right wings sustained little damage. The FAA inspector confirmed flight control continuity at the accident site along with the presence of fuel in the tanks.

The other owner of the experimental airplane, who was also the designated repairman for the aircraft, stated that he could not find any problems with the Rotax engine after the accident. The carburetor was destroyed, making it impossible to examine. He had flown the airplane 20 minutes prior to the accident flight and did not note any problems. The repairman completed a condition inspection of the airplane on April 1, 1999.

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
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 Expired	Last FAA Medical Exam:	October 28, 1993
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1500 hours (Total, all aircraft), 150 hours (Total, this make and model), 1400 hours (Pilot In Command, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Davis/Cleaver	Registration:	N2186B
Model/Series:	RENEGADE 2 RENEGADE 2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	0022
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	April 1, 1999 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	259 Hrs	Engine Manufacturer:	Rotax
ELT:	Installed, activated	Engine Model/Series:	503
Registered Owner:	BOB CLEAVER	Rated Power:	52 Horsepower
Operator:	WILLIAM M. DAVIS JR.	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:	BTR ,70 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE AIRSTRIP NONE	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	30.449195,-91.199943(est)

Administrative Information

Investigator In Charge (IIC):	Lupino, Nicole
Additional Participating Persons:	MARK EVANS; BATON ROUGE , LA
Original Publish Date:	December 4, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=46079

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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](#).