



# Aviation Investigation Final Report

<b>Location:</b>	SPUR, Texas	<b>Accident Number:</b>	FTW99LA139
<b>Date &amp; Time:</b>	May 13, 1999, 08:30 Local	<b>Registration:</b>	N8133T
<b>Aircraft:</b>	Cessna 175B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airplane's engine lost total power during cruise flight at 4,000 feet agl. The pilot executed a forced landing to a dirt road. The airplane initially touched down adjacent to the dirt road and then again became airborne. The airplane crossed over a barbed wire fence and contacted the ground a second time, coming to rest upright in sandy terrain. Examination of the airplane by an FAA inspector and an airframe and powerplant mechanic revealed no anomalies that would have precluded normal operation of the engine.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

2. TERRAIN CONDITION - ROUGH/UNEVEN
3. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

On May 13, 1999, at 0830 central daylight time, a Cessna 175B airplane, N8133T, was substantially damaged during a forced landing following a loss of engine power near Spur, Texas. The commercial pilot, who was the operator of the airplane, and his passenger were not injured. The airplane was owned by a private individual. Visual meteorological conditions prevailed for the Title 14 Code of Federal Regulations Part 91 personal flight and a flight plan was not filed. The cross-country flight originated from Brownfield, Texas, at 0730, and was destined for Fort Smith, Arkansas.

According to the 873-hour pilot, the airplane was in cruise flight at 4,000 feet agl when the engine lost total power. He initiated a forced landing to a dirt road. The airplane initially touched down adjacent to the dirt road and then again became airborne. The airplane crossed over a barbed wire fence and contacted the ground a second time, coming to rest upright in sandy terrain. An FAA inspector examined the airplane at the site and stated that the right wing spar sustained structural damage, and the engine firewall was buckled. Additionally, the nose wheel was bent beneath the airframe.

Another pilot reported that while he was landing the accident airplane at Brownfield, Texas, the day before the accident, the engine lost power as the airplane "touched down." The airplane was visually examined at Brownfield. The engine was started and it operated within the manufacturer's specifications. He then flew the airplane for approximately 1 hour. No anomalies were found.

The FAA inspector examined the engine and reported that he established continuity from the propeller, through the engine crankshaft, to the accessory gears. He added that the spark plugs appeared clean and free of sediment. A certified airframe and powerplant mechanic examined the carburetor. He reported that there was fuel present in the bowl, and "the screen was clean and the metal float O.K." He added that the idle control was set properly. No other anomalies were noted that would have precluded normal operation of the engine.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 11, 1999
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	873 hours (Total, all aircraft), 15 hours (Total, this make and model), 472 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N8133T
<b>Model/Series:</b>	175B 175B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17556833
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 1, 1998 Annual	<b>Certified Max Gross Wt.:</b>	2350 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1528 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	GO-300D
<b>Registered Owner:</b>	JIM LENTSCH	<b>Rated Power:</b>	175 Horsepower
<b>Operator:</b>	BILL O. LARUE	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LBB ,3282 ft msl	<b>Distance from Accident Site:</b>	50 Nautical Miles
<b>Observation Time:</b>	08:56 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 1400 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	14°C / 10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BROWNFIELD , TX (Q26)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	FORT SMITH , AR (FSM)	<b>Type of Clearance:</b>	
<b>Departure Time:</b>	07:10 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	33.470077,-100.850555(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Snyder, Georgia
<b>Additional Participating Persons:</b>	STEVEN E MILLER; LUBBOCK , TX
<b>Original Publish Date:</b>	June 22, 2000
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=46298">https://data.nts.gov/Docket?ProjectID=46298</a>

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