



# Aviation Investigation Final Report

<b>Location:</b>	CARSON CITY, Nevada	<b>Accident Number:</b>	LAX00LA058
<b>Date &amp; Time:</b>	December 26, 1999, 13:40 Local	<b>Registration:</b>	N8523X
<b>Aircraft:</b>	O'HARA BOB DUCE	BAKENG	<b>Aircraft Damage:</b> Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot made four landings to the stolport without mishap. During his fifth approach he collided with power lines because, according to the pilot, he was too low and could not arrest the homebuilt airplane's descent rate in time to avoid the power lines on final approach. The airplane collided with the wires and a dirt berm about 115 yards prior to the beginning of the dirt airstrip.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudged distance/altitude during final approach to landing, which led to an undershoot and subsequent collision with obstacles.

### Findings

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

Findings  
1. (C) PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND  
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

2. OBJECT - WIRE,STATIC

3. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On December 26, 1999, about 1340 hours Pacific standard time, an experimental O'Hara Bob, Bakeng Duce, N8523X, owned and operated by the pilot, collided with power lines on final approach to an uncontrolled airstrip, about 1/2-mile east of Carson City, Nevada. The airplane was substantially damaged and the private pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed at the time of the personal flight, which was being conducted under the provisions of 14 CFR Part 91. No flight plan was filed. The local area flight originated from Carson City about 1230.

The certificated commercial pilot reported to the National Transportation Safety Board investigator that no mechanical malfunctions were experienced during the flight in his homebuilt airplane. The pilot stated that his airplane's altitude was too low on final approach. He added engine power to arrest the descent, but collided with wires and a dirt berm about 115 yards prior to the beginning of the dirt airstrip.

In the pilot's completed report, he indicated that prior to the accident he had made four landings on the runway without mishap. He collided with the power lines during his fifth approach.

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<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-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 18, 1999
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1384 hours (Total, all aircraft), 592 hours (Total, this make and model), 1208 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	O'HARA BOB	<b>Registration:</b>	N8523X
<b>Model/Series:</b>	BAKENG DUCE BAKENG DUC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	BDOH-1
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 12, 1999 Annual	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>	11 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	800 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-290G
<b>Registered Owner:</b>	CHARLES M. SANICOLA	<b>Rated Power:</b>	125 Horsepower
<b>Operator:</b>		<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>	RNO ,4412 ft msl	<b>Distance from Accident Site:</b>	19 Nautical Miles
<b>Observation Time:</b>	13:56 Local	<b>Direction from Accident Site:</b>	332°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	8°C / -8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	, NV (CXP )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(2Q5 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:10 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PARKER CARSON STOLPORT 2Q5	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	4900 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1700 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	39.109489,-119.860664(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Pollack, Wayne
<b>Additional Participating Persons:</b>	JERRY ROBERTS; RENO , NV
<b>Original Publish Date:</b>	August 13, 2001
<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=48417">https://data.nts.gov/Docket?ProjectID=48417</a>

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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](#).