



Aviation Investigation Final Report

Location:	NEWTON, North Carolina	Accident Number:	ATL84LA089
Date & Time:	January 30, 1984, 13:30 Local	Registration:	N585WB
Aircraft:	BACH CGS HAWK	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 103: Ultralight		

Analysis

REPORTEDLY, THE ENG OF THE REGISTERED ULTRALIGHT ACFT LOST POWER IN FLT & THE STUDENT PLT BEGAN A FORCED LANDING HOWEVER, BEFORE LANDING, THE ULTRALIGHT COLLIDED WITH UTILITY WIRES, THEN IT STRUCK THE GROUND. THE PLT REPORTED THAT THE ACFT HAD AN UNEXPECTEDLY POOR GLIDE RATIO & RESULTANTLY, HE DID NOT REACH THE INTENDED FORCED LANDING AREA. THE REASON FOR THE ENG FAILURE WAS NOT DETERMINED; HOWEVER, IT WAS NOTED THAT THE ACFT HAD SAT OUT IN THE RAIN ONTHE MORNING, PRIOR TO THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: APPROACH

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

2. (F) OBJECT - WIRE, TRANSMISSION

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

Factual Information

Pilot Information

Certificate:	Student	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 5, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	40 hours (Total, all aircraft), 30 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BACH	Registration:	N585WB
Model/Series:	CGS HAWK CGS HAWK	Aircraft Category:	Ultralight
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	283
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	November 23, 1983 Unknown	Certified Max Gross Wt.:	550 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	40 Hrs	Engine Manufacturer:	ROTAX
ELT:		Engine Model/Series:	UNKNOWN
Registered Owner:	WALTER N. BACH	Rated Power:	50 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:	HKY ,1189 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	13:55 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	9°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MT VIEW , NC	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	35.660488,-81.20906(est)

Administrative Information

Investigator In Charge (IIC): Drake, John

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6410>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).