



# Aviation Investigation Final Report

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<b>Location:</b>	Groveton, Texas	<b>Accident Number:</b>	DFW08LA106
<b>Date &amp; Time:</b>	April 19, 2008, 13:00 Local	<b>Registration:</b>	N3921
<b>Aircraft:</b>	TOMBLINGSON-LEATHERS BREEZY RLU-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

While in cruise flight the experimental airplane's single engine lost complete power. Following an unsuccessful engine restart attempt, the pilot with one hour in airplane make and model, elected to perform a forced landing to a clearing. While about 50 feet above the ground, the airplane stalled and entered a spin. Moments later the airplane impacted the ground. The airplane came to rest nose pointing upward with the pilot elevated about eight feet above the ground. The pilot released his seatbelt, fell to the ground, and was able to pull himself away from the wreckage. There was no post crash fire. An airframe and powerplant (A&P) mechanic examined the engine for the IIC. The examination did not reveal the cause of the loss of engine power.

## 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 and the pilot's failure to maintain airspeed during the forced landing. Contributing factors were the non-suitable terrain for the forced landing and the pilot's lack of experience in the airplane.

## Findings

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<b>Aircraft</b>	(general) - Failure
<b>Personnel issues</b>	Total experience w/ equipment - Pilot
<b>Environmental issues</b>	Tree(s) - Contributed to outcome
<b>Aircraft</b>	(general) - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Enroute</b>	Loss of engine power (total) (Defining event)
<b>Emergency descent</b>	Loss of control in flight
<b>Emergency descent</b>	Collision with terr/obj (non-CFIT)

On April 19, 2008, approximately 1300 central daylight time, a single-engine Tomblingson-Leathers Breezy RLU-1 experimental airplane, N3921, was substantially damaged during a forced landing following a total loss of engine power near Groveton, Texas. The pilot, the sole occupant, sustained serious injuries. The airplane was registered to and operated by Raymond Rodgers Enterprise LLC. Visual meteorological prevailed and no flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The 123 mile cross-country flight originated from Cleveland Municipal Airport (6R3), Cleveland Texas, at 1200 and was destined for the David Campbell Field-Corsicana Municipal Airport (CRS), Corsicana, Texas.

The pilot reported that while in cruise flight the engine began sputtering and then lost complete power. Following an unsuccessful engine restart attempt, the pilot elected to perform a forced landing to a clearing. The pilot reported that while about 50 feet above the ground, the airplane stalled and entered a spin. Moments later the airplane impacted the ground. The airplane came to rest nose pointing upward with the pilot elevated about eight feet above the ground. The pilot released his seatbelt, fell to the ground, and was able to pull himself away from the wreckage. There was no post crash fire.

The pilot further reported that he had accrued about one hour flying time in the airplane make and model before the accident. In addition, the pilot reported that he had "topped off" both fuel tanks a short time before the accident.

According to photographs provided to the NTSB investigator-in-charge (IIC), the airplane's fuselage and both wings sustained structural damage.

An airframe and powerplant (A&P) mechanic examined the engine for the IIC. The mechanic reported that both magnetos were removed and spun on a test bench. No anomalies were noted. The carburetor venturi was found secure in place. The ignition timing was found at 32-degrees before top dead center (TDC). All spark plugs appeared normal. A cylinder compression check was performed with the following results: #1 76/80, #2 75/80, #3 76/80, and #4 74/80. The examination did not reveal the cause of the loss of engine power.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	73, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<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 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	July 13, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	September 15, 2006
<b>Flight Time:</b>	809 hours (Total, all aircraft), 1 hours (Total, this make and model), 648 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	TOMBLINGSON-LEATHERS	<b>Registration:</b>	N3921
<b>Model/Series:</b>	BREEZY RLU-1	<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>	EL2-2
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 16, 2008 Condition	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	638 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-200
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	100
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LFK,296 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	12:53 Local	<b>Direction from Accident Site:</b>	36°
<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>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.06 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CLEVELAND, TX (6R3 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	CORSICANA, TX (CRS )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	30.934999,-95.011665(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	LeBaron, Timothy
<b>Additional Participating Persons:</b>	Cory Storm; Federal Aviation Administration; Houston, TX
<b>Original Publish Date:</b>	January 29, 2009
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=67850">https://data.ntsb.gov/Docket?ProjectID=67850</a>

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](#).