



Aviation Investigation Final Report

Location:	HILLSBORO, Ohio	Accident Number:	ATL87DEG04
Date & Time:	April 22, 1987, 11:32 Local	Registration:	N329RM
Aircraft:	MCLANE MONI	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFT TKOF FM THE 3520 FOOT RWY, THE PLT STATED THAT AT ABT MIDPOINT WITH APPROX 1700 FT OF RWY REMAINING, THE ENG SPUTTERED AND STOPPED. HE WAS ABLE TO RESTART IT AGAIN BUT AFT SEVERAL SECONDS IT STOPPED AGAIN AND HE COULD NOT RESTART IT. THE PLT THEN DEVOTED HIS FULL ATTENTION TO LNDG THE ACFT STRAIGHT AHEAD. DURING THE LNDG, THE ACFT STRUCK A TREE WITH ITS LEFT WING, SPUN AROUND, AND SETTLED TO THE GROUND. INSPECTION OF THE ENG DID NOT REVEAL ANY REASON FOR ITS LOSS OF POWER.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (F) REASON FOR OCCURRENCE UNDETERMINED
2. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	73, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 18, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	912 hours (Total, all aircraft), 13 hours (Total, this make and model), 853 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MCLANE	Registration:	N329RM
Model/Series:	MONI MONI	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	00329
Landing Gear Type:		Seats:	1
Date/Type of Last Inspection:	August 13, 1986 Unknown	Certified Max Gross Wt.:	500 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	14 Hrs	Engine Manufacturer:	KFM
ELT:	Not installed	Engine Model/Series:	MAXI 107
Registered Owner:	ROBERT W. MCLANE	Rated Power:	30 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	LUK ,483 ft msl	Distance from Accident Site:	42 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	265°
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:32 Local	Type of Airspace:	Class G

Airport Information

Airport:	HIGHLAND COUNTY HOC	Runway Surface Type:	Asphalt
Airport Elevation:	977 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	3520 ft / 75 ft	VFR Approach/Landing:	None

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:	39.200435,-83.610931(est)

Administrative Information

Investigator In Charge (IIC): Decker, Haydn

Additional Participating Persons: PHILLIP LERUM; CINCINNATI, OH
JOHN O'ROURKE; CINCINNATI, OH

Original Publish Date: June 16, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=7221>

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](#).