



# Aviation Investigation Final Report

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<b>Location:</b>	Eminence, Indiana	<b>Accident Number:</b>	CEN16CA317
<b>Date &amp; Time:</b>	August 9, 2016, 19:00 Local	<b>Registration:</b>	N3884H
<b>Aircraft:</b>	Ercoupe 415	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing area undershoot	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The private rated pilot reported that he flew a normal traffic pattern to the grass strip airport. During the final landing approach, he was lined up with the runway but a little bit low for the approach. He stated that he knew he was low and for an unknown reason he did not advance the throttle to arrest the airplane's descent. This resulted in the airplane's landing gear contacting the bean field. When the gear contacted the beans, the airplane nosed down into the ground and was damaged. The airplane came to rest on the end of the grass runway. The airplane sustained substantial damage to the firewall and fuselage. The pilot was not injured. When asked if he experienced any mechanical difficulties with the airplane, he responded that there were none and that the airplane was operating perfectly. Based on this information the pilot failed to maintain a proper glide path during the landing approach and then failed to use available engine power to arrest the descent, resulting in an undershoot and collision with terrain.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain a proper glide path during the landing approach and his failure to use available engine power to arrest the descent, resulting in an undershoot and collision with terrain.

## Findings

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<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Aircraft</b>	Powerplant parameters - Incorrect use/operation

## Factual Information

### History of Flight

Landing	Collision with terr/obj (non-CFIT)
Landing	Landing area undershoot (Defining event)

### Pilot Information

Certificate:	Private	Age:	78, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 15, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 4, 2015
Flight Time:	584 hours (Total, all aircraft), 135 hours (Total, this make and model), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe	Registration:	N3884H
Model/Series:	415 CD	Aircraft Category:	Airplane
Year of Manufacture:	1956	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4585
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	December 16, 2015 Annual	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:	1820 Hrs	Engines:	Reciprocating
Airframe Total Time:	as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C85
Registered Owner:	On file	Rated Power:	85 Horsepower
Operator:	On file	Operating Certificate(s) Held:	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>	IND,796 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>	22:54 Local	<b>Direction from Accident Site:</b>	45°
<b>Lowest Cloud Condition:</b>	Few / 5000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 8000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	32°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	INDIANAPOLIS, IN (2R2 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Stilesville, IN (I109)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PATRUM FIELD I109	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	760 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2400 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>	39.573612,-86.618057

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Brannen, John
<b>Additional Participating Persons:</b>	Jeffrey Holtz; FAA - Indianapolis FSDO; Indianapolis, IN
<b>Original Publish Date:</b>	September 22, 2016
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=93812">https://data.nts.gov/Docket?ProjectID=93812</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](#).