



National Transportation Safety Board Aviation Accident Factual Report

Location:	BRAZORIA, TX	Accident Number:	FTW94LA081
Date & Time:	02/03/1994, 0915 CST	Registration:	N21RC
Aircraft:	CANNON STARDUSTER II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On February 3, 1994, at 0915 central standard time, a Cannon Starduster II, N21RC, sustained substantial damage during a forced landing due to a partial power loss. The pilot was not injured, and visual meteorological conditions prevailed. No flight plan was filed for this personal flight which was on initial climb following takeoff from Brazoria Air Park, Texas.

According to the pilot, pre takeoff checks were normal and the engine began running rough at approximately 150 feet above ground level. The pilot said he could not land on the remaining runway and decided to land in an open field beside the airport. The pilot stated that the landing was "hard" and caused damage to the propeller, firewall, right wing, and landing gear.

The engine was examined by an FAA inspector who found fuel tank sealant throughout the fuel feed system.

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/03/1993
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1182 hours (Total, all aircraft), 653 hours (Total, this make and model), 1071 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CANNON	Registration:	N21RC
Model/Series:	STARDUSTER II STARDUSTER	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	1
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	06/13/1993, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	24 Hours	Engines:	1 Reciprocating
Airframe Total Time:	888 Hours	Engine Manufacturer:	FRANKLIN
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	6-1002
Registered Owner:	CISSNA, LAWRENCE E.	Rated Power:	180 hp
Operator:	CISSNA, LAWRENCE E.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GLS, 15 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0950 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12° C / 4° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0913 CST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): NORMAN F WIEMEYER,

Additional Participating Persons: THOMAS L PACE; HOUSTON, TX

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.