



# National Transportation Safety Board Aviation Accident Final Report

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

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## Analysis

DURING INITIAL CLIMB FOLLOWING TAKEOFF, THE ENGINE BEGAN RUNNING ROUGH. THE PILOT CONDUCTED A FORCED LANDING IN AN OPEN FIELD BESIDE THE AIRPORT. THE LANDING WAS HARD AND CAUSED SUBSTANTIAL DAMAGE. INSPECTION REVEALED FUEL TANK SEALANT THROUGHOUT THE FUEL FEED SYSTEM.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER FLARE TECHNIQUE DURING THE FORCED LANDING. A FACTOR WAS THE FUEL CONTAMINATION INDUCED PARTIAL POWER LOSS.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) FUEL SYSTEM - CONTAMINATION  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

### Findings

2. TERRAIN CONDITION - OPEN FIELD  
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Occurrence #3: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. (C) FLARE - IMPROPER - PILOT IN COMMAND

## Factual Information

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

<b>Certificate:</b>	Commercial	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/03/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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, **Report Date:** 11/14/1994

**Additional Participating Persons:** THOMAS L PACE; HOUSTON, TX

**Publish Date:**

**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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).