



National Transportation Safety Board Aviation Accident Final Report

Location:	GRANTS PASS, OR	Accident Number:	SEA95LA201
Date & Time:	09/01/1995, 1430 PDT	Registration:	N694CA
Aircraft:	BRISTOL RV-6	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During the initial climb after takeoff, the aircraft experienced a complete loss of engine power, and the pilot made an emergency landing in a nearby field. The pilot completed a successful touchdown, but the aircraft flipped over in high vegetation during the landing roll. No reason for the power loss could be found. The engine was subsequently reinstalled on an aircraft, and according to the owner, the engine is currently in operation and has functioned without problem.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of engine power for undetermined reasons.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: NOSE OVER
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

2. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On September 1, 1995, approximately 1430 Pacific daylight time (PDT), an experimental Bristol RV-6, N694CA, nosed-over during an emergency landing near Josephine County Airport, Grants Pass, Oregon. The commercial pilot, who was the sole occupant, was not injured, but the aircraft sustained substantial damage. The local personal pleasure flight, which had just departed Josephine County Airport, was being operated in visual meteorological conditions at the time of the accident. No flight plan had been filed, and there was no report of an ELT activation.

According to the FAA inspector who responded to the accident, the aircraft lost power shortly after takeoff, and the pilot attempted an emergency landing in a nearby field. During the landing sequence, the aircraft nosed-over in high vegetation. After the accident, the owner inspected the engine, and reported that he did not find any anomalies or reason for the loss of power. The engine has subsequently been reinstalled on an aircraft, and according to the owner, has operated without problem.

As of the date of this report, the NTSB 6120.1/2 has not been received by this office.

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	10/06/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRISTOL	Registration:	N694CA
Model/Series:	RV-6 RV-6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	20141
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320
Registered Owner:	CHIEF AIRCRAFT, INC.	Rated Power:	150 hp
Operator:	CHIEF AIRCRAFT, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	34° C
Precipitation and Obscuration:			
Departure Point:	, OR (3S8)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1430 PDT	Type of Airspace:	Class G

Airport Information

Airport:	JOSEPHINE COUNTY AIRPORT (3S8)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

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):	ORRIN K ANDERSON	Report Date:	04/29/1996
Additional Participating Persons:	LARRY RICHARDS; HILLSBORO, OR		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.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](#).