



National Transportation Safety Board Aviation Accident Factual Report

Location:	ISLESBORO, ME	Accident Number:	NYC96LA059
Date & Time:	02/05/1996, 1415 EST	Registration:	N6423X
Aircraft:	Cessna 180D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

On February 5, 1996, at 1415 eastern standard time, a Cessna 180D, N6423X, was substantially damaged during a forced landing after takeoff from the Islesboro Airport, Islesboro, Maine. The private pilot and passenger were not injured. Visual meteorological conditions prevailed for the personnel flight that originated at Islesboro, at 1410. No flight plan had been filed for the flight conducted under 14 CFR Part 91.

In the NTSB Form 6120.1/2, the pilot stated that the pre-flight and engine run-up were normal. He departed from runway 19 at the Islesboro Airport (57B), and at approximately 500 feet above the ground, the airplane's engine began to run rough. The pilot initiated a right turn back to the airport, and the engine continued to run rough while the airplane climbed to 800 feet. This was followed by a complete loss of engine power as the airplane was approaching runway 01.

The pilot further stated:

"...Intersected runway at 45 degree, descending, no power, with tailwind of 10 knots. Very difficult...to make left turn northbound to rwy 1. Nearly hit tree tops on east side of runway, was just regaining control...when engine gave an unexpected burst of power. This changed my mind to think of flying out to the water and landing on the frozen...bay...but power lasted perhaps 4 seconds, enough to gain 50 feet of altitude so that we were able to miss several power lines and fly, mush, into the tops of a stand of [trees]..."

The airplane then collided with trees about 1/4 mile north of the runway.

According to the Federal Aviation Administration (FAA) Inspector's report, a witnesses observed black smoke coming from the engine during the airplane's return to the airport. Examination of the engine and the fuel system revealed, "...No direct evidence to establish the reason for the engine exhausting black smoke during this event..."

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/25/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	790 hours (Total, all aircraft), 426 hours (Total, this make and model), 621 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6423X
Model/Series:	180D 180D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18050923
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	10/27/1995, Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1791 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470R-6
Registered Owner:	JOHN HIGGINSON	Rated Power:	230 hp
Operator:	JOHN HIGGINSON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RKD, 56 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	1415 EST	Direction from Accident Site:	210°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-10°C / -18°C
Precipitation and Obscuration:			
Departure Point:	(57B)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1410 EST	Type of Airspace:	Class G

Airport Information

Airport:	ISLEBORO (57B)	Runway Surface Type:	Asphalt
Airport Elevation:	92 ft	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	2400 ft / 50 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT L PEARCE
Additional Participating Persons:	ROBERT D BURRELL; PORTLAND, ME
Investigation Docket:	NTSB accident and incident docket 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/ .