



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ISLESBORO, ME	<b>Accident Number:</b>	NYC96LA059
<b>Date &amp; Time:</b>	02/05/1996, 1415 EST	<b>Registration:</b>	N6423X
<b>Aircraft:</b>	Cessna 180D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot/owner stated that the preflight and engine run-up were normal, and he departed from runway 19 which is 2400 feet long. At approximately 500 feet above the ground, the airplane's engine began to run rough. The pilot reversed course to make a forced landing on runway 1 with a 10 knot tailwind. The engine subsequently lost complete power; however, a burst of power occurred afterwards. According to the pilot, the airplane overshot the runway. He avoided power lines, and then the aircraft 'mushed' into trees about 1/4 mile north of the runway. 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 evidence of malfunction.

## 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 an undetermined reason.

## Findings

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

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF  
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

### Findings

2. OBJECT - TREE(S)

## Factual Information

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

<b>Certificate:</b>	Private	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/25/1995
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	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

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ROBERT L PEARCE	<b>Report Date:</b>	08/20/1996
<b>Additional Participating Persons:</b>	ROBERT D BURRELL; PORTLAND, ME		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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