



National Transportation Safety Board Aviation Accident Final Report

Location:	HARRISON, AR	Accident Number:	FTW97LA296
Date & Time:	08/01/1997, 2018 CDT	Registration:	N2899H
Aircraft:	Ercoupe (Eng & Research Corp.) ERCOUPE 415-C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot was performing his fourth touch-and-go at the airport when the engine lost power just after takeoff, approximately 150 feet AGL, and a forced landing was executed on airport property. The pilot was unable to land straight ahead due to REILs located at the end of the runway. The pilot elected to land the airplane on a taxiway that extends to the east of the departure end of the runway. The pilot banked the airplane to the left, while descending, to align the airplane with the taxiway. The pilot reported that the propeller continued to windmill during the forced landing. The airplane contacted the taxiway and traveled 40 feet before exiting onto the grass. The airplane traveled an additional 150 feet at which point the nose gear 'dug in[to the ground].' Subsequently, the airplane came to rest inverted. The reason for the loss of engine power could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The total loss of engine power for an undetermined reason. A factor was the lack of suitable terrain for the forced landing.

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: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE
3. TERRAIN CONDITION - SOFT

Factual Information

On August 1, 1997, at 2018 central daylight time, an Engineering & Research Ercoupe 415-C airplane, N2899H, registered to and operated by a private owner, was substantially damaged following a loss of engine power during takeoff at the Boone County Airport, Harrison, Arkansas. The private pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed for the Title 14 CFR Part 91 local personal flight, and a flight plan was not filed for the flight which originated at 2000.

The pilot reported in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) that this airplane previously had a "slight oil leak around the front of the crankshaft." The pilot reported that after flying for about thirty minutes, a mist would appear on the windshield. Subsequently, the nose seal was replaced two times, the latter on July 31, 1997. On the day of the accident the pilot stated that he inquired with the mechanic, and the mechanic indicated that the misting "could just be residual [oil] from the engine."

The pilot reported that he performed a preflight inspection of the airplane and then obtained weather information from the automated surface observation system (ASOS). The pilot was executing touch-and-go landings at the Boone County Airport when the accident occurred. The first three touch-and-go's were uneventful, with no misting of oil appearing on the wind screen. During the fourth takeoff, approximately 150 feet AGL, the engine lost power. The pilot stated that he was unable to land straight ahead due to the runway end identifier lights (REILs) located at the departure end of the runway. The pilot elected to land on a taxiway that extends east from the end of the runway. The pilot turned the aircraft to the left, while descending, to align the aircraft with the taxiway. The pilot reported that the propeller continued to windmill during the forced landing. The pilot reported that the airplane contacted the taxiway and traveled approximately 40 feet on the taxiway before exiting onto the grass. The airplane continued another 150 feet on the grass before the nose gear "dug in[to the ground]." Subsequently, the airplane came to rest inverted.

Two witnesses, who were on the ground, observed the aircraft flying east, near the south end of the runway, and trying to land. Both witnesses report that the engine was not operating.

The FAA inspector examined the airplane at the site and reported that the engine mount and firewall were buckled and the nose gear was folded under the cowling. The left wing, and horizontal stabilizer sustained structural damage. The reason for the loss of engine power could not be determined.

Pilot Information

Certificate:	Private	Age:	56, 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:	07/15/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	888 hours (Total, all aircraft), 12 hours (Total, this make and model), 840 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe (Eng & Research Corp.)	Registration:	N2899H
Model/Series:	ERCOUPE 415-C ERCOUPE 41	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	3524
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	05/13/1997, Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2198 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C75-12F
Registered Owner:	WILBUR W. ANDERSON	Rated Power:	85 hp
Operator:	WILBUR W. ANDERSON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
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	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	2 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:	(HRO)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	2000 CDT	Type of Airspace:	Class G

Airport Information

Airport:	BOONE COUNTY (HRO)	Runway Surface Type:	Asphalt
Airport Elevation:	1362 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	6161 ft / 150 ft	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):	TIMOTHY A BORSON	Report Date:	05/04/1998
Additional Participating Persons:	ED MILLISER; LITTLE ROCK, AR		
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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