



National Transportation Safety Board Aviation Accident Final Report

Location:	BRECKENRIDGE, TX	Accident Number:	FTW93FA115
Date & Time:	04/01/1993, 1540 CST	Registration:	N68HP
Aircraft:	CHANCE VOUGHT F4U-4	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT OF THE WWII VINTAGE MILITARY AIRPLANE EXPERIENCED A COMPLETE LOSS OF ENGINE POWER WHILE CLIMBING THROUGH 5,000 FEET. THE PRESELECTED FORCED LANDING AREA WAS BEYOND THE GLIDING CAPABILITIES OF THE AIRPLANE, SO THE PILOT ELECTED TO LAND STRAIGHT AHEAD IN A ROUGH AND UNEVEN FIELD. THE FUSELAGE WAS SEVERED AFT OF THE PILOT'S SEAT AND BOTH WINGS AND THE UNDERSIDE OF THE AIRPLANE WERE SEVERELY DAMAGED. EXAMINATION OF THE ENGINE FAILED TO DISCLOSE ANY ANOMALIES THAT COULD HAVE PREVENTED NORMAL ENGINE OPERATION

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. A FACTOR WAS THE LACK OF SUITABLE TERRAIN FOR THE FORCED LANDING

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

2. TERRAIN CONDITION - ROUGH/UNEVEN

3. (F) TERRAIN CONDITION - NONE SUITABLE

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - FENCE POST

5. OBJECT - FENCE

Factual Information

On April 1, 1993, at approximately 1540 central standard time, a Chance Vought F4U 4 airplane, N68HP, was substantially damaged during a forced landing following the loss of engine power, near Breckenridge, Texas. The commercial pilot, sole occupant of the airplane, sustained minor injuries. Visual meteorological conditions prevailed for the personal flight.

According to the pilot, nearly an hour after his departure, the airplane was climbing through 5,000 feet, when without warning, the engine loss power. The pilot stated that he selected a suitable forced landing area as he established the best glide speed and completed the emergency procedures in an attempt to regain power.

The preselected forced landing area was beyond the reach of the airplane, so the pilot elected to land straight ahead in an open field. After impacting small trees, the airplane impacted in rough and uneven terrain, went through a fence post and a fence, crossed a two lane highway, coming to rest on the shoulder of the highway, with the right wing partially blocking the right lane.

The fuselage was severed just aft of the pilot's seat. Additionally, the underside of the fuselage and both wings were heavily damaged.

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Center
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 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/04/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10700 hours (Total, all aircraft), 670 hours (Total, this make and model), 80 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CHANCE VOUGHT	Registration:	N68HP
Model/Series:	F4U-4 F4U-4	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	97302
Landing Gear Type:	Retractable - Tailwheel	Seats:	1
Date/Type of Last Inspection:	04/01/1993, Annual	Certified Max Gross Wt.:	13297 lbs
Time Since Last Inspection:	35 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2345 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-2800-18W
Registered Owner:	PARDUE, HOWARD E.	Rated Power:	2400 hp
Operator:	PARDUE, HOWARD E.	Operating Certificate(s) Held:	None
Operator Does Business As:	BRECKENRIDGE AVN. MUSEUM	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ABI, 1790 ft msl	Distance from Accident Site:	48 Nautical Miles
Observation Time:	1550 CDT	Direction from Accident Site:	247°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17° C / 1° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	(BKD)	Type of Clearance:	None
Departure Time:	1445 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): HECTOR R CASANOVA **Report Date:** 02/10/1994

Additional Participating Persons: CURT F MAHAFFEY; FORT WORTH, 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, 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](#).