



National Transportation Safety Board Aviation Accident Data Summary

| | | | |
|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | BRECKENRIDGE, TX | Accident Number: | FTW93FA115 |
| Date & Time: | 04/01/1993, 1540 CST | Registration: | N68HP |
| Aircraft: | CHANCE VOUGHT F4U-4 | 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

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

Pilot Information

| | | | |
|----------------------------------|--|------------------------------|----------|
| Certificate: | Commercial | Age: | 58 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| 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 | Engines: | 1 Reciprocating |
| Operator: | PARDUE, HOWARD E. | Engine Manufacturer: | P&W |
| Operating Certificate(s) Held: | None | Engine Model/Series: | R-2800-18W |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

| | | | |
|---|-------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | ABI, 1790 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 7 knots / , 350° |
| Temperature: | 17° C | Visibility | 30 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Destination: | (BKD) |

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 |
| Latitude, Longitude: | | | |

Administrative Information

Investigator In Charge (IIC): HECTOR R CASANOVA

Adopted Date: 02/10/1994

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.