



National Transportation Safety Board Aviation Accident Data Summary

Location:	MINEOLA QUITMAN, TX	Accident Number:	FTW88LA045
Date & Time:	01/02/1988, 1515 CST	Registration:	N3709X
Aircraft:	AERO COMMANDER 100-180	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING A PRACTICE TOUCH AND GO LANDING, THE ENGINE BACK FIRED AND THEN SURGED. AT ABOUT 150' AGL THE ENGINE RPM DROPPED ABOUT 80% AND THE PILOT ATTEMPTED TO MAKE AN EMERGENCY LANDING IN AN OPEN FIELD. THE AIRCRAFT FLEW OVER A TRASH DUMP AND BETWEEN TWO TREES. WHILE ATTEMPTING TO CLEAR A FENCE THE STALL WARNING HORN WENT OFF. THE AIRCRAFT CONTACTED THE GROUND LEFT MAIN AND WING FIRST CAUSING SUBSTANTIAL DAMAGE. EXAMINATION OF THE ENGINE FOUND THAT THE ENGINE EXHAUST MUFFLER HAD FAILED INTERNALLY BLOCKING THE EXHAUST OUTLET.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. CLIMB - NOT POSSIBLE
2. (C) EXHAUST SYSTEM,MUFFLER - FAILURE,PARTIAL
3. (C) EXHAUST SYSTEM,MUFFLER - BLOCKED(PARTIAL)

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. FLARE - NOT POSSIBLE

Pilot Information

Certificate:	Private	Age:	49
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1444 hours (Total, all aircraft), 22 hours (Total, this make and model), 1444 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N3709X
Model/Series:	100-180 100-180	Engines:	1 Reciprocating
Operator:	GLEN T. CLARK	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A2F
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:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Overcast / 15000 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 60°
Temperature:	6°C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	(3T1)	Destination:	LITTLE ROCK, AR (1N1)

Airport Information

Airport:	QUITMAN ARPT. (3T1)	Runway Surface Type:	Asphalt
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	3400 ft / 75 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): RALPH L WILSON

Adopted Date: 06/09/1989

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.