National Transportation Safety Board
Aviation Accident Final Report

Location:	GONZALES, TX	**Accident Number:**	FTW89LA124
Date & Time:	07/01/1989, 1740 CDT	**Registration:**	N3634X
Aircraft:	AERO COMMANDER LARK 100-180	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT HAD JUST COMPLETED A LOW ALTITUDE MANEUVER AT A LOW THROTTLE SETTING AND NOTICED A COMPLETE LOSS OF ENGINE POWER AS HE ATTEMPTED TO EXECUTE A CLIMB. HE PERFORMED A FORCED LANDING ONTO A ROAD AND SUBSTANTIALLY DAMAGED THE AIRCRAFT IN A COLLISION WITH TREES AND NOSE OVER DURING THE LANDING ROLL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE AIRCRAFT ENGINE, FOR UNDETERMINED REASONS, DURING A LOW ALTITUDE MANEUVER.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING

Findings
1. (C) POWERPLANT - FAILURE,TOTAL
2. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings
3. TERRAIN CONDITION - ROADWAY/HIGHWAY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
4. (F) OBJECT - TREE(S)

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	**Age:**	52, 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:**	04/11/1988
Occupational Pilot:		**Last Flight Review or Equivalent:**	
Flight Time:	131 hours (Total, all aircraft), 69 hours (Total, this make and model), 93 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	**Registration:**	N3634X
Model/Series:	LARK 100-180 LARK 100-1	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	No
Airworthiness Certificate:	Normal	**Serial Number:**	5069
Landing Gear Type:	Tricycle	**Seats:**	4
Date/Type of Last Inspection:	07/20/1988, Annual	**Certified Max Gross Wt.:**	2450 lbs
Time Since Last Inspection:	70 Hours	**Engines:**	1 Reciprocating
Airframe Total Time:	1622 Hours	**Engine Manufacturer:**	LYCOMING
ELT:	Installed, activated	**Engine Model/Series:**	O-360-A2F
Registered Owner:	YENAWINE, DALLAS	**Rated Power:**	180 hp
Operator:	YENAWINE, DALLAS	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	**Condition of Light:**	Day
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**	7 Miles
Lowest Ceiling:	None / 0 ft agl	**Visibility (RVR):**	0 ft
Wind Speed/Gusts:	7 knots / 5 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	180°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	28°C / -18°C
Precipitation and Obscuration:			
Departure Point:	LOCKHART, TX (50R)	**Type of Flight Plan Filed:**	None
Destination:	GONZALES, TX (T20)	**Type of Clearance:**	None
Departure Time:	1715 CDT	**Type of Airspace:**	

Airport Information

Airport:	GONZALES	**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	0	**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JOHN E GRIFFIN	**Report Date:**	06/25/1992
Additional Participating Persons:	K TIPTON		
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.ntsb.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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available here.