



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	GONZALES, TX	<b>Accident Number:</b>	FTW89LA124
<b>Date &amp; Time:</b>	07/01/1989, 1740 CDT	<b>Registration:</b>	N3634X
<b>Aircraft:</b>	AERO COMMANDER LARK 100-180	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

### Findings

3. TERRAIN CONDITION - ROADWAY/HIGHWAY
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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

4. (F) OBJECT - TREE(S)
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Occurrence #4: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	AERO COMMANDER	<b>Registration:</b>	N3634X
<b>Model/Series:</b>	LARK 100-180 LARK 100-1	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	YENAWINE, DALLAS	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-A2F
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / 5 knots, 180°
<b>Temperature:</b>	28°C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	LOCKHART, TX (50R)	<b>Destination:</b>	GONZALES, TX (T20)

## Airport Information

<b>Airport:</b>	GONZALES	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): JOHN E GRIFFIN Adopted Date: 06/25/1992

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](mailto: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 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.