



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	OWASSO, OK	<b>Accident Number:</b>	FTW86FPJ05
<b>Date &amp; Time:</b>	02/01/1986, 1720 CST	<b>Registration:</b>	N106TD
<b>Aircraft:</b>	STEPHENSON TEENIE TWO	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE ACFT DESCENDED TO GROUND IMPACT IN A STEEP TURN WHILE PRACTICING LAZY EIGHT MANEUVERS. THE LAST TURN WAS VERY STEEP AT LOW ALT AND THE ACFT DISAPPEARED BEHIND TREES. THE PLT WAS REPORTEDLY CHECKING THE ACFT'S STABILITY FOR THE OWNER. THE GROUND IMPACT ANGLE WAS 65-85 DEGREES AND THE ACFT ONLY MOVED ABOUT 4 FT AFTER IMPACT

## Probable Cause and Findings

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

### Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

#### Findings

1. (F) AEROBATICS - PERFORMED - PILOT IN COMMAND
  2. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  4. (C) SPIRAL - NOT CORRECTED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

#### Findings

5. TERRAIN CONDITION - OPEN FIELD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None Expired	<b>Last FAA Medical Exam:</b>	07/18/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1000 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STEPHENSON	<b>Registration:</b>	N106TD
<b>Model/Series:</b>	TEENIE TWO TEENIE TWO	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	01/10/1986, Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	1 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1 Hours	<b>Engine Manufacturer:</b>	VOLKSWAGEN
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	1500
<b>Registered Owner:</b>	CHARLES A. STEPHENSON	<b>Rated Power:</b>	40 hp
<b>Operator:</b>	CHARLES A. STEPHENSON	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	TUL, 646 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	2348 CST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Thin Broken / 2500 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20° C / 14° C
Precipitation and Obscuration:			
Departure Point:	OWASSO, OK (OK16)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1700 CST	Type of Airspace:	Class E

## Airport Information

Airport:	OWASSO (OK16)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	MANUEL LOPEZ	Report Date:	
Additional Participating Persons:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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](#).