



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	FOND DU LAC, WI	<b>Accident Number:</b>	CHI86FA193
<b>Date &amp; Time:</b>	08/01/1986, 1615 CDT	<b>Registration:</b>	N137JM
<b>Aircraft:</b>	CAPETOWN BUILDERS GLASAIR RG	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT EXPERIENCED A COMPLETE ELECTRICAL SYSTEM FAILURE THAT WAS CAUSED BY A BROKEN WIRE AT AN ALTERNATOR TERMINAL. UPON EXTENSION OF THE HYDRAULICALLY OPERATED LANDING GEAR A SAFE GEAR DOWN INDICATION WAS NOT OBTAINED. ACTIVATION OF THE CO<sub>2</sub> OPERATED EMERGENCY GEAR EXTENSION SYSTEM FAILED TO PROVIDE A SAFE GEAR DOWN INDICATION. THE PILOT WAS UNABLE TO COMMUNICATE WITH ANY FACILITY TO DETERMINE THE POSITION OF THE LANDING GEAR BECAUSE OF THE LOSS OF ELECTRICAL POWER. HE ELECTED TO LAND ON THE GRASS ADJACENT TO THE RUNWAY. THE GEAR WAS DOWN AND UPON TOUCHDOWN, THE NOSE GEAR COLLAPSED WHEN IT DUG INTO THE SOFT TERRAIN. THE AIRCRAFT THEN FLIPPED INVERTED.

## Probable Cause

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

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CRUISE

### Findings

1. (C) ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,TOTAL  
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Occurrence #2: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

2. (C) LANDING GEAR,NOSE GEAR - OVERLOAD  
3. (C) TERRAIN CONDITION - SOFT  
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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	32
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<b>Flight Time:</b>	1784 hours (Total, all aircraft), 100 hours (Total, this make and model), 1360 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CAPETOWN BUILDERS	<b>Registration:</b>	N137JM
<b>Model/Series:</b>	GLASAIR RG GLASAIR RG	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CAPETOWN BUILDERS, INC.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-320
<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>	OSH, 805 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 15000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 260°
<b>Temperature:</b>	26° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	INDIANAPOLIS, IN (IND)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	FOND DU LAC COUNTY (FLD)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Destroyed
<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): EDWARD J MCAVOY      Adopted Date: 01/25/1988

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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