



National Transportation Safety Board Aviation Accident Final Report

Location:	STOCKDALE, TX	Accident Number:	FTW85LA109
Date & Time:	02/01/1985, 1415 CST	Registration:	N8418V
Aircraft:	Rockwell S-2R (THRUSH)	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

DURING FLT, THE ENG BEGAN MISSING, SO THE PLT APPLIED CARB HEAT, BUT THIS DID NOT HELP. HE NOTED A TRACE OF ICE ON THE UPPER PART OF THE WINDSHIELD & DECIDED TO LAND BEFORE THE ENG POWER DETERIORATED FURTHER. WHILE LANDING IN A PASTURE, THE ACFT HIT SOFT SAND, WENT OVER ON ITS NOSE, BEGAN BURNING & WAS DESTROYED. NO REASON WAS FOUND FOR THE PARTIAL LOSS OF POWER.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - SOFT
4. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY

Occurrence #3: NOSE DOWN
Phase of Operation: LANDING - ROLL

Occurrence #4: FIRE
Phase of Operation: STANDING

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	39, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/04/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10134 hours (Total, all aircraft), 2 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 261 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	Registration:	N8418V
Model/Series:	S-2R (THRUSH) S-2R (THRU	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	2178R
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	01/13/1985, Annual	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2174 Hours	Engine Manufacturer:	WRIGHT
ELT:	Not installed	Engine Model/Series:	R-1300
Registered Owner:	JAMES M. MILLS, INC.	Rated Power:	600 hp
Operator:	JAMES M. MILLS, INC.	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:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-6° C
Precipitation and Obscuration:			
Departure Point:	SAN ANGELO, TX (SJT)	Type of Flight Plan Filed:	None
Destination:	SEGUIN, TX (T90)	Type of Clearance:	None
Departure Time:	1320 CST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	F. ROTH	Report Date:	
Additional Participating Persons:	J VIRDEN		
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).