



# National Transportation Safety Board Aviation Accident Factual Report

---

<b>Location:</b>	EL RENO, OK	<b>Accident Number:</b>	FTW85FA034
<b>Date &amp; Time:</b>	11/02/1984, 1745 CST	<b>Registration:</b>	N5064L
<b>Aircraft:</b>	BELLANCA 8KCAB	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Pilot Information

---

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	27, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/22/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3500 hours (Total, all aircraft), 15 hours (Total, this make and model), 92 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N5064L
Model/Series:	8KCAB 8KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	585-80
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	05/30/1984, Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	16 Hours	Engines:	1 Reciprocating
Airframe Total Time:	452 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	AEIO-360-H1A
Registered Owner:	NOVOTNY, MICHAEL P.	Rated Power:	180 hp
Operator:	NOVOTNY, MICHAEL P.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OKC, 1294 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	1740 CST	Direction from Accident Site:	100°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11°C / 3°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1735	Type of Airspace:	Class G

## 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):** JEAN H DAUGHERTY

**Additional Participating Persons:** GEORGE FAULK; BETHANY, OK

**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/>.