



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	CISCO, TX	<b>Accident Number:</b>	FTW85LA072
<b>Date &amp; Time:</b>	12/01/1984, 1705 CST	<b>Registration:</b>	N5563G
<b>Aircraft:</b>	CESSNA 150	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Aerial Observation		

## Analysis

WHILE MANEUVERING IN THE BOTTOM OF A CANYON SEARCHING FOR A LOST CHILD A TOTAL LOSS OF POWER WAS EXPERIENCED. DURING THE FORCED LANDING THE ACFT COLLIDED WITH TREES AND THE GROUND COMING TO REST INVERTED AFTER NOSING OVER IN THE UNIMPROVED TERRAIN. ACCORDING TO THE PLT THE ACFT HAD BEEN STANDING FOR SEVERAL DAYS WITH LESS THAN FULL FUEL TANKS. DUE TO PRESSURE TO INITIATE THE AERIAL SEARCH HE DID NOT CHECK FOR WATER IN THE FUEL. THERE WERE NO REPORTED MECH MALFUNCTIONS.

## Probable Cause

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

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: MANEUVERING

### Findings

1. (C) FLUID,FUEL - CONTAMINATION
2. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (F) PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
4. (C) FLUID,FUEL - WATER

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

5. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

6. TERRAIN CONDITION - GROUND

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Occurrence #5: NOSE OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	32
<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>	280 hours (Total, all aircraft), 280 hours (Total, this make and model), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5563G
<b>Model/Series:</b>	150 150	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	STEVE P. BENEFIEL	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	O-200-A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Aerial Observation		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dusk
<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>	18 knots / 20 knots, 315°
<b>Temperature:</b>		<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	RANGER, TX (F23)	<b>Destination:</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): T D MCFALL

Adopted 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 [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.