



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	COUNCIL BLUFFS, IA	<b>Accident Number:</b>	MKC85FA031
<b>Date &amp; Time:</b>	12/01/1984, 1245 CST	<b>Registration:</b>	N86120
<b>Aircraft:</b>	AERONCA 11AC	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PLT STATED THAT HE HAD BEEN PRACTICING LANDINGS AND THEN CLIMBED THE ACFT TO 5000 FT ABOVE THE ARPT. HE FLEW AROUND FOR AWHILE TO COOL OFF THE ENG AND THEN HE SHUTDOWN IT DOWN TO PRACTICE RESTARTS. AFTER THE FIRST RESTART THE ENG WAS SHUT DOWN A SECOND TIME. THIS RESTART WAS UNSUCCESSFUL BECAUSE THE PROP HAD STOPPED WINDMILLING AND THIS ACFT WAS NOT EQUIPPED WITH A STARTER. UPON REACHING 2500 FT MSL, THE PLT BEGAN CONCENTRATING ON THE FORCED LANDING. AFTER ONE CIRCLE OVER THE ARPT THE PLT DETERMINED HE WAS STILL TOO HIGH AND MADE A SECOND CIRCLE. DURING THE SECOND CIRCLE, THE WIND, WHICH WAS GUSTING TO 25 KTS, BLEW THE ACFT AWAY FROM THE RWY. THE ACFT COLLIDED WITH A SMALL TREE DURING THE FORCED LANDING.

## 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) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

### Findings

4. (C) PLANNED APPROACH - POOR - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

6. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	29
<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>	166 hours (Total, all aircraft), 14 hours (Total, this make and model), 137 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AERONCA	<b>Registration:</b>	N86120
<b>Model/Series:</b>	11AC 11AC	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	GLEN A. BOHLS	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	A-65-A
<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>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Overcast / 25000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / 25 knots, 130°
<b>Temperature:</b>	3°C	<b>Visibility</b>	5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	COUNCIL BLUFFS (CBF)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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): ROBERT D JOHNSON

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 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.