



National Transportation Safety Board Aviation Accident Final Report

Location:	Sherman, TX	Accident Number:	DFW08CA142
Date & Time:	03/02/2008, 1330 CDT	Registration:	N8523A
Aircraft:	North American T-28D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

In a written statement provided to the NTSB, the pilot reported that the airplane was in cruise flight at approximately 3,000 feet above ground level when the oil pressure gauge began to fluctuate. The pilot observed that the oil temperature and cylinder head temperature readings remained within the normal range. Additionally, the pilot stated that the engine "shuddered" several times before he experienced a total loss of engine power. Due to altitude and airspeed, the pilot reported that the only landing area available was a "soft, sandy, field." During the landing roll out the left main gear and nose gear dug into the soft terrain resulting in the collapse of the left main and nose landing gear. The airplane sustained substantial damage to the left wing. The pilot, sole occupant of the airplane, was able to egress without assistance.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Loss of engine power for undetermined reasons. A factor was the soft terrain.

Findings

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

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	67, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	06/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	33500 hours (Total, all aircraft), 99 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	North American	Registration:	N8523A
Model/Series:	T-28D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	51-3530
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3500 Hours	Engine Manufacturer:	Curtis Wright
ELT:	Not installed	Engine Model/Series:	R-1820-86A
Registered Owner:	Brian L. Stout	Rated Power:	
Operator:	dale A Rinehart	Air Carrier Operating Certificate:	None
Operator Does Business As:	Personal Flight	Operator Designator Code:	

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KGYI, 749 ft msl	Observation Time:	1323 CDT
Distance from Accident Site:	17 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	360°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	19° C / 12° C
Lowest Ceiling:	Overcast / 3100 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	12 knots, 150°	Visibility (RVR):	
Altimeter Setting:	29.76 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Socorro, NM (KONM)	Type of Flight Plan Filed:	None
Destination:	Durant, OK (KDUA)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	William H Gamble	Adopted Date:	07/30/2008
Additional Participating Persons:	Kevin J Taylor; FAA Flight Standards District Office; Dallas, TX		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 , 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.