



National Transportation Safety Board Aviation Accident Final Report

Location:	OSHKOSH, WI	Accident Number:	CHI90FA208
Date & Time:	07/31/1990, 1205 CDT	Registration:	N12AT
Aircraft:	LOCKHEED 12A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

THE PILOT WAS FLYING THE TWIN ENGINE AIRPLANE IN THE TRAFFIC PATTERN FOR A FLY-BY EVENT AT AN AIR SHOW. TWO FLY-BY CIRCUITS HAD BEEN COMPLETED, AND THE AIRPLANE WAS ON THE THIRD DOWNWIND LEG AT AN ESTIMATED ALTITUDE OF 600 TO 800 FEET AGL WHEN THE RIGHT ENGINE LOST POWER. THE MAIN LANDING GEAR HAD BEEN PREVIOUSLY EXTENDED, AND THE PILOT ELECTED NOT TO RETRACT THE LANDING GEAR IN ANTICIPATION OF LANDING ON THE RUNWAY. THE PILOT REPORTED THAT HE PERFORMED EMERGENCY PROCEDURES BY PUSHING THE THROTTLES FORWARD AND ATTEMPTING TO RESTART THE RIGHT ENGINE. THE RIGHT ENGINE DID NOT RESTART, AND THE AIRPLANE COLLIDED WITH TERRAIN SHORT OF THE RUNWAY. THE PILOT DID NOT CLAIM TO HAVE FEATHERED THE INOPERATIVE RIGHT ENGINE'S PROPELLERS. POSTACCIDENT INSPECTION OF THE RIGHT ENGINE REVEALED NO EVIDENCE OF PREIMPACT ANOMALY. THE RIGHT ENGINE'S MAGNETOS AND CARBURETOR WERE DAMAGED AND NOT FUNCTIONALLY TESTED. THE PROPELLER OF THE RIGHT ENGINE WAS FOUND IN AN UNFEATHERED, FINE PITCH POSITION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADEQUATE EMERGENCY PROCEDURE(S) BY THE PILOT IN COMMAND FOLLOWING A LOSS OF ENGINE POWER FOR UNDETERMINED REASONS(S).

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. 1 ENGINE
 2. (F) REASON FOR OCCURRENCE UNDETERMINED
 3. FUEL SYSTEM,FUEL QUANTITY FLOAT/SENSOR - FALSE INDICATION
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

4. (C) EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	58, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Balloon; Glider	Restraint Used:	Seatbelt
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 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/25/1990
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	31400 hours (Total, all aircraft), 20 hours (Total, this make and model), 26600 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LOCKHEED	Registration:	N12AT
Model/Series:	12A 12A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1217
Landing Gear Type:	Retractable - Tailwheel	Seats:	8
Date/Type of Last Inspection:	09/20/1989, Annual	Certified Max Gross Wt.:	9200 lbs
Time Since Last Inspection:	9932 Hours	Engines:	2 Reciprocating
Airframe Total Time:	9932 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R985-AN-14B
Registered Owner:	EAA AIR MUSEUM	Rated Power:	450 hp
Operator:	EAA AIR MUSEUM	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OSH, 808 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1208 CDT	Direction from Accident Site:	163°
Lowest Cloud Condition:	Scattered / 8000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	(OSH)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class D; Class E

Airport Information

Airport:	OSHKOSH/WITTMAN REG. (OSH)	Runway Surface Type:	
Airport Elevation:	808 ft	Runway Surface Condition:	
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	Forced Landing; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Serious, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	FRANK S GATTOLIN	Report Date:	08/25/1994
Additional Participating Persons:	ROBERT TURNER; MINNEAPOLIS, MN LLOYD GLOVER; MILWAUKEE, WI RICHARD PORTER; MILWAUKEE, WI		
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/ .		

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