



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WEIR, TX	<b>Accident Number:</b>	FTW96LA263
<b>Date &amp; Time:</b>	06/20/1996, 0950 CDT	<b>Registration:</b>	N67AN
<b>Aircraft:</b>	Wsk Pzl Mielec AN-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

During departure climb, the airplane experienced a loss of engine power. Emergency procedures were executed and a forced approach/landing was initiated to a field. While on the approach, the pilot observed a ditch running across the proposed landing pathway. He turned the airplane right to parallel the ditch. During the landing roll, the pilot attempted to avoid a building by intentionally ground looping the airplane. During this avoidance maneuver, the left wing struck the building. Examination of the airplane revealed that the engine had seized due to an internal failure. The reason for the engine's internal failure was not determined.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: engine seizure for undetermined reasons. A factor was the lack of suitable terrain for the forced landing.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CLIMB - TO CRUISE

### Findings

1. (C) ENGINE ASSEMBLY - SEIZED

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

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE
3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
4. OBJECT - BUILDING(NONRESIDENTIAL)

## Factual Information

On June 20, 1996, at 0950 central daylight time, a Wsk Pzl Mielec AN-2, N67AN, registered to and operated by a private owner, sustained substantial damage during a forced landing following a loss of engine power near Weir, Texas. The airline transport rated pilot and his passenger were not injured. Visual meteorological conditions prevailed for the Title 14 CFR Part 91 personal flight. A flight plan was not filed for the flight which originated from Georgetown Municipal Airport, Georgetown, Texas.

The pilot reported the following information to the NTSB and the FAA inspector. During the departure climb from runway 18, the airplane experienced a loss of engine power. Emergency procedures were executed and a forced approach/landing was initiated to a field. While on the approach the pilot observed a ditch running across the proposed landing pathway. The pilot elected to turn the airplane to the right to parallel the ditch. During the landing roll, the pilot attempted to avoid a building by intentionally ground looping the airplane. During this avoidance maneuver, the left wing struck the building.

Examination of the airplane by a FAA inspector revealed that both wings were structurally damaged, and the engine had seized due to an internal failure. The source of the engine's internal failure was not determined.

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	11/15/1995
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7000 hours (Total, all aircraft), 50 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Wsk Pzl Mielec	Registration:	N67AN
Model/Series:	AN-2 AN-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	1G8813
Landing Gear Type:	Tailwheel	Seats:	12
Date/Type of Last Inspection:	10/11/1995, Continuous Airworthiness	Certified Max Gross Wt.:	12125 lbs
Time Since Last Inspection:	60 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Pzl-Kalisz
ELT:	Installed, not activated	Engine Model/Series:	ASZ-621R
Registered Owner:	ROBIN F. DIVER	Rated Power:	1000 hp
Operator:	ROBIN F. DIVER	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(6TV)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0900 CDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC): ALEXANDER LEMISHKO Report Date: 02/18/1997

Additional Participating Persons:

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 [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/>.

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).