



Aviation Investigation Factual Report

Location:	BROCKPORT, New York	Accident Number:	BF094LA048
Date & Time:	February 19, 1994, 13:30 Local	Registration:	N14DJ
Aircraft:	JENKS SKYBOLT	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On February 19, 1994 about 1330 hours eastern standard time an experimental Jenks Skybolt, N14DJ, nosed over during landing roll at the termination of a power-off forced landing near Brockport, New York. The forced landing was precipitated by a loss of engine power. The certificated private pilot, the sole occupant, was not injured and the airplane sustained substantial damage. The local area flight was being operated by the pilot/owner. The flight originated in Brockport about 1320 hours. Visual meteorological conditions prevailed and a flight plan was not filed.

The pilot was telephonically interviewed by a Safety Board investigator after the accident. Additionally, the pilot provided a written statement to the Board. The pilot said he was flying his airplane to a local area to practice aerial maneuvers. He said the engine began to run intermittently. As he continued his flight, the condition worsened and he attempted to return to his departure airfield under partial power. He said that he had to secure the engine and execute a forced landing to a snow covered field. During the landing roll in the snow covered rough terrain, the airplane nosed over.

An FAA safety inspector examined the airplane after the accident. He reported the "Aircraft lost power due to pressure carburetor problem. Carb to be checked for problem but due to age of carb parts unavailable." An examination of the engine and its components did not reveal the cause of the loss of power.

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 20, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	511 hours (Total, all aircraft), 270 hours (Total, this make and model), 420 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	JENKS	Registration:	N14DJ
Model/Series:	SKYBOLT SKYBOLT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1078
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	April 13, 1993 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	426 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540
Registered Owner:	JAMES W. BAKER	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	BROCKPORT (7GO)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.280353,-77.789451(est)

Administrative Information

Investigator In Charge (IIC):	Childress, Richard
Additional Participating Persons:	SERJO PELEZ; ROCHESTER , NY
Report Date:	September 19, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8897

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).