



Aviation Investigation Final Report

Location:	SPENCER, West Virginia	Accident Number:	BF087LA060
Date & Time:	July 16, 1987, 20:00 Local	Registration:	N47058
Aircraft:	FLEET 16B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

SHORTLY AFTER TAKEOFF ON RUNWAY 16, THE ENGINE BEGAN MISFIRING. THE PILOT TURNED BACK TOWARD THE AIRPORT TO MAKE A LANDING. HE CIRCLED THE AIRPORT AND THEN ATTEMPTED TO LAND ON RUNWAY 34. THE PILOT STATED HE WAS OVER THE APPROACH END OF RUNWAY 34, TURNING LEFT FROM BASE TO FINAL AND WAS UNABLE TO MAINTAIN AIRSPEED. THE AIRCRAFT IMPACTED THE RUNWAY, IN A LEFT BANK ATTITUDE, ABOUT 40 FEET PAST THE RUNWAY THRESHOLD AND SKIDDED TO A STOP ABOUT 50 FEET OFF THE RIGHT SIDE OF THE RUNWAY. EXAMINATION OF THE AIRCRAFT DISCLOSED A RICH FUEL MIXTURE CONDITION IN THE CYLINDERS CONNECTED TO THE PRIMER LINES. THE PRIMER CONTROL KNOB WAS FOUND IN THE UNLOCKED POSITION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL SYSTEM, PRIMER SYSTEM - OPEN
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

- 3. (F) FLUID,FUEL - PRESSURE EXCESSIVE
- 4. (C) FUEL SYSTEM,PRIMER SYSTEM - UNLOCKED

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

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

- 5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 6. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 5, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3399 hours (Total, all aircraft), 3262 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FLEET	Registration:	N47058
Model/Series:	16B 16B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	592
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 27, 1986 Annual	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	KINNER
ELT:	Not installed	Engine Model/Series:	R55
Registered Owner:	HARRY C. BOGGS	Rated Power:	160 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:	Unknown	Visibility	5 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	20:00 Local	Type of Airspace:	

Airport Information

Airport:	SLATE RUN 55I	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	1720 ft / 30 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	38.800071,-81.350738(est)

Administrative Information

Investigator In Charge (IIC):	Jones, Dennis
Additional Participating Persons:	DAVID TOWNSEND; CHARLESTON , WV
Original Publish Date:	October 7, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=11336

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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](#).