



Aviation Investigation Final Report

Location:	BATTLECREEK, Michigan	Accident Number:	CHI88DEM07
Date & Time:	July 16, 1988, 10:00 Local	Registration:	N24DS
Aircraft:	SILLIMAN HATZ CB-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE ATTEMPTING TO EXECUTE A FORCED LANDING DUE TO AN ENGINE FAILURE, THE PILOT MISJUDGED HIS EMERGENCY PROCEDURE AND COLLIDED WITH TREES THEN THE GND DURING THE DESCENT TO THE FAIRWAY HE HAD SELECTED FOR LANDING. THE ENGINE FAILURE WAS DUE TO FUEL STARVATION CAUSED BY A FUEL VENT LINE WHICH WAS CRIMPED CLOSED.

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(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FUEL SYSTEM,VENT - DISTORTED
2. (C) FLUID,FUEL - STARVATION

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings

3. (F) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. (F) ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	53, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
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:	April 19, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7500 hours (Total, all aircraft), 40 hours (Total, this make and model), 6300 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SILLIMAN	Registration:	N24DS
Model/Series:	HATZ CB-1 HATZ CB-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	126
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 13, 1988 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	68 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-B2B
Registered Owner:	AMUNDSON JOHN D.	Rated Power:	160 Horsepower
Operator:	AMUNDSON, JOHN D.	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:	BTL ,995 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	13:50 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Thin Overcast / 20000 ft AGL	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	22°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
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:	42.289169,-85.220352(est)

Administrative Information

Investigator In Charge (IIC): Hansen, Paul

Additional Participating Persons: TEDDY E ROBY;

Original Publish Date: August 8, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=13869>

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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](#).