



# Aviation Investigation Final Report

<b>Location:</b>	BUFFALO, Minnesota	<b>Accident Number:</b>	CHI92LA295
<b>Date &amp; Time:</b>	September 29, 1992, 18:00 Local	<b>Registration:</b>	N1609N
<b>Aircraft:</b>	Funk, D.D. Aviation Co. B85C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT WAS ON DOWN WIND FOR HIS PRIVATE AIRSTRIP WHEN THE ENGINE BEGAN TO RUN ROUGH. IT SUBSEQUENTLY QUIT, AND TREES AND TERRAIN WERE STRUCK DURING THE ENSUING FORCED LANDING. AN EXAMINATION OF THE ENGINE AND FUEL SYSTEM DISCLOSED NO SUBSTANTIVE MECHANICAL ANOMALIES WITH THE ENGINE. THE CARBURETOR FUEL FILTER SCREEN CAP WAS INSTALLED USING A GASKET ADHESIVE INSTEAD OF THE PROPER GASKET, AND A LARGE QUANTITY OF FOREIGN PARTICULATE MATTER WAS FOUND IN THE CARBURETOR.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE CONTAMINATION OF THE CARBURETOR, INADEQUATE MAINTENANCE INSPECTION BY MAINTENANCE PERSONNEL, AND THE INADEQUATE MAINTENANCE SERVICING BY THE PILOT/OWNER.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) FUEL SYSTEM,CARBURETOR - CONTAMINATION
2. FUEL SYSTEM,SCREEN - IMPROPER

- 3. (C) MAINTENANCE,INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
- 4. (F) MAINTENANCE,MODIFICATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
- 5. (C) AIRCRAFT SERVICE - INADEQUATE - PILOT IN COMMAND

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

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

Findings  
6. (F) OBJECT - TREE(S)

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<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 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	June 19, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	21000 hours (Total, all aircraft), 300 hours (Total, this make and model), 17000 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Funk, D.D. Aviation Co.	<b>Registration:</b>	N1609N
<b>Model/Series:</b>	B85C B85C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	394
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 18, 1992 Annual	<b>Certified Max Gross Wt.:</b>	1350 lbs
<b>Time Since Last Inspection:</b>	2 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	A-65
<b>Registered Owner:</b>	PETERSON, WALLACE H., SR.	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>	PETERSON, WALLACE H., SR.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(PVT)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	45.170467,-93.86061(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	La belle, James
<b>Additional Participating Persons:</b>	RICHARD E WINLAND; MINNEAPOLIS , MN
<b>Original Publish Date:</b>	June 30, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=15562">https://data.nts.gov/Docket?ProjectID=15562</a>

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