



Aviation Investigation Final Report

Location:	FAYETTEVILLE, Georgia	Accident Number:	ATL95LA107
Date & Time:	June 8, 1995, 18:30 Local	Registration:	N53232
Aircraft:	BOEING D75N1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED A GRADUAL REDUCTION IN ENGINE POWER DURING THE INITIAL CLIMB. WHILE MANEUVERING FOR AN EMERGENCY LANDING, THE ENGINE QUIT. THE AIRPLANE COLLIDED WITH TREES. THE SUBSEQUENT EXAMINATION OF THE ENGINE REVEALED THAT THE CARBURETOR FLOAT NEEDLE ASSEMBLY WAS TIGHTER THAN NORMAL IN THE SEAT ASSEMBLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A MALFUNCTION OF THE CARBURETOR NEEDLE VALVE WHICH RESULTED IN FUEL STARVATION TO THE ENGINE.

Findings

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

Findings

1. (C) FLUID,FUEL - STARVATION
 2. (C) FUEL SYSTEM,CARBURETOR - MALFUNCTION
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Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

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

Findings

3. OBJECT - TREE(S)

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

Factual Information

On June 8, 1995, at 1830 eastern daylight time, a Boeing D75N1, N53232, collided with a tree during a takeoff attempt from a private airstrip near Fayetteville, Georgia. The personal flight operated under the provisions of 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane sustained substantial damage; the pilot received serious injuries, and the passenger received minor injuries.

According to the pilot, he landed at Willow Park Airstrip, and had been on the ground thirty minutes before he attempted the takeoff. As the pilot taxied for the takeoff, he completed a magneto check. The pilot stated that he departed runway 27 and climbed to approximately 200 feet above ground level. During the initial climb, the engine Rpm dropped to 1500, and the pilot executed a left turn for an emergency landing in an open field. While maneuvering for the emergency landing, the engine rpm dropped to 1100, and then the engine quit. The aircraft lost altitude and collided with trees.

An examination of the aircraft fuel system revealed a positive fuel flow to the gascolator. However, no fuel was found from the gascolator to the inlet of the carburetor. The carburetor fuel bowl was found to be full of fuel.

According to a repair facility that specialized in D75N1 repairs, and an engineer from the Federal Aviation Administration powerplant division, the fuel system conditions revealed during the aircraft examination were indicative of a carburetor float needle valve assembly malfunction. Examination of the float needle valve and seat assemblies revealed that the float needle valve was tighter than normal in the seat assembly.

Pilot Information

Certificate:	Commercial	Age:	71, Male
Airplane Rating(s):	Single-engine land; Multi-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:	June 28, 1994
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	10000 hours (Total, all aircraft), 10000 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N53232
Model/Series:	D75N1 D75N1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	75-3843
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 24, 1995 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4946 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	W670-6
Registered Owner:	CRAIG PARKER	Rated Power:	220 Horsepower
Operator:	ST.JULIEN, JAMES R.	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:	ATL ,1026 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	18:00 Local	Direction from Accident Site:	3°
Lowest Cloud Condition:	Scattered / 5500 ft AGL	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	34°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	WILLOW POND 19GA	Runway Surface Type:	Grass/turf
Airport Elevation:	868 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	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:	33.490211,-84.489334(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	GLENN WHITE; COLLEGE PARK , GA
Original Publish Date:	January 29, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=3568

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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](#).