



# Aviation Investigation Final Report

<b>Location:</b>	SLATINGTON, Pennsylvania	<b>Accident Number:</b>	NYC88DHA03
<b>Date &amp; Time:</b>	August 21, 1988, 14:45 Local	<b>Registration:</b>	N22GT
<b>Aircraft:</b>	DEBARRY/STARDUSTER SA100	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

AS THE HOMEBUILT ACFT WAS CLIMBING THRU ABOUT 300 FT AGL DURING INITIAL CLIMB AFTER TAKEOFF, THE ENG LOST POWER. THE PLT WAS ABLE TO RESTART THE ENG (ONCE), BUT AS HE TURNED THE ACFT BACK TOWARD THE ARPT, THE ENG LOST POWER AGAIN. DURING AN EMERG LANDING, THE ACFT STRUCK TREES IN A WOODED AREA ABOUT 1/4 MI FROM THE ARPT. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS FOUND. THE PLT HAD RECENTLY PURCHASED THE ACFT & WAS USING FUEL FROM THE WING TANKS FOR THE 1ST TIME WHEN THE ENG LOST POWER. HE REPORTED THAT THE WING TANKS WERE FULL OF AUTO FUEL, WHICH THE PREVIOUS OWNER HAD USED. THE PREVIOUS OWNER HAD NOT FLOWN THE ACFT FOR MORE THAN A YEAR. IMPACT DAMAGE COMPROMISED THE FUEL SYSTEM, PRECLUDING ANY ASSESSMENT OF THE FUEL CONDITIONS.

## 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) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL - WATER
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

3. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<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 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 11, 1988
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	11000 hours (Total, all aircraft), 3 hours (Total, this make and model), 75 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DEBARRY/STARDUSTER	<b>Registration:</b>	N22GT
<b>Model/Series:</b>	SA100 SA100	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	GT2
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	December 25, 1987 Annual	<b>Certified Max Gross Wt.:</b>	1100 lbs
<b>Time Since Last Inspection:</b>	35 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	35 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-290-G4
<b>Registered Owner:</b>	JAMES R. SHEA	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<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>	
<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>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SLATINGTON , PA (69N )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:44 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	40.750297,-75.610977(est)

## Administrative Information

**Investigator In Charge (IIC):** Kuba, Raymond

**Additional Participating Persons:**

**Original Publish Date:** June 10, 1991

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=35976>

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