



Aviation Investigation Final Report

Location:	CUMBERLAND, Maryland	Accident Number:	NYC92LA184
Date & Time:	August 30, 1992, 13:00 Local	Registration:	N103WK
Aircraft:	WILLIAM C. KEILING PROBER PIXIE	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID HE PREFLIGHTED THE AIRPLANE AND MADE SEVERAL GROUND RUNS AND POWER CHECKS PRIOR TO TAKEOFF. DURING TAKEOFF AS THE AIRPLANE CROSSED THE DEPARTURE END OF THE RUNWAY, THE ENGINE LOST POWER. THE PILOT TURNED TO AVOID A TREE LINE AND THE AIRPLANE STALLED. THE AIRPLANE THEN ENTERED A SPIN AND STRUCK THE GROUND. POST ACCIDENT EXAMINATION BY THE FAA FOUND RUST PARTICLES AND WATER IN THE FUEL TANK, FUEL FILTER BOWL, AND INLET FINGER SCREEN GOING INTO THE CARBURETOR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN INADVERTENT STALL/SPIN, FOLLOWING A POWER LOSS DUE TO FUEL CONTAMINATION. FACTORS RELATED TO THE ACCIDENT WERE THE FAILURE OF THE PILOT TO DETECT THE RUST PARTICLES AND WATER IN THE FUEL SYSTEM PRIOR TO TAKEOFF AND HIS LACK OF TOTAL EXPERIENCE IN THE AIRPLANE.

Findings

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

- Findings
1. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

2. (C) FUEL SYSTEM,CARBURETOR - BLOCKED(TOTAL)

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GROUND

4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

5. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

6. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	71, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Center
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Glider	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 22, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	25097 hours (Total, all aircraft), 7 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WILLIAM C. KEILING	Registration:	N103WK
Model/Series:	PROBER PIXIE PROBER PIX	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	10003
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	November 1, 1990 Annual	Certified Max Gross Wt.:	833 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	13 Hrs	Engine Manufacturer:	HAPI
ELT:	Not installed	Engine Model/Series:	60E
Registered Owner:	WILLIAM C. HOLBROOK	Rated Power:	60 Horsepower
Operator:	WILLIAM C. HOLBROOK	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:	Scattered / 5000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	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:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	MEXICO FARMS 1W3	Runway Surface Type:	Grass/turf
Airport Elevation:	610 ft msl	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	2100 ft / 90 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:	

Administrative Information

Investigator In Charge (IIC): Hancock, Robert

Additional Participating Persons: FRANK MOHLER; BALTIMORE , MD
JOHN A MICHELLI; BALTIMORE , MD

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Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=37226>

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