



# Aviation Investigation Final Report

<b>Location:</b>	SOMERSET, Pennsylvania	<b>Accident Number:</b>	NYC96LA019
<b>Date &amp; Time:</b>	October 27, 1995, 11:45 Local	<b>Registration:</b>	N960JP
<b>Aircraft:</b>	PEZOLD P	LANCAIR IV-	<b>Aircraft Damage:</b> Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

The airplane was on its maiden flight. The pilot made an approach to runway 24, then initiated a go-around. As he attempted a climb-out, the engine lost power. The pilot then lowered the nose and maneuvered the airplane for a forced landing. However, during the landing, the airplane collided with a power line and trees. An examination of the airplane revealed a failure of the fuel pump driveshaft.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the fuel pump driveshaft, which resulted in fuel starvation and loss of engine power.

### Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: GO-AROUND (VFR)

#### Findings

1. (C) FUEL SYSTEM,PUMP - FAILURE
2. FLUID,FUEL - STARVATION

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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: EMERGENCY LANDING

Findings

- 3. OBJECT - WIRE, TRANSMISSION
- 4. OBJECT - TREE(S)

## Factual Information

On October 27, 1995, about 1145 eastern daylight time, a Pezold Lancair IV-P, N960JP, a homebuilt experimental airplane, was destroyed, when it collided with trees, during a forced landing following a go-around at the Somerset County Airport, Somerset, Pennsylvania. The private pilot was seriously injured. Visual meteorological conditions prevailed for the local flight. There was no flight plan filed for the personal flight conducted under 14 CFR Part 91.

According to a Federal Aviation Administration (FAA) Inspector, this was the first flight for the airplane. The pilot was conducting an approach to runway 24, a 4697 foot long and 75 foot wide runway. The pilot abandoned the approach and performed a go-around, during which the airplane collided with a power line and trees.

The pilot stated, "Engine spooled down on go-around. Nose lowered to maintain airspeed. Slight turn to pick landing site. Crashed in wooded area.

The FAA Inspector stated:

A continuity check of the aircraft and engine controls revealed no abnormalities. Subsequent inspection of the engine revealed a failure of the fuel pump drive which would explain the reported power loss.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-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 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	November 18, 1993
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4900 hours (Total, all aircraft), 1 hours (Total, this make and model), 4900 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PEZOLD	<b>Registration:</b>	N960JP
<b>Model/Series:</b>	LANCAIR IV-P LANCAIR IV	<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>	087
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	4500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo prop
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Garrett
<b>ELT:</b>		<b>Engine Model/Series:</b>	TPE-331-6
<b>Registered Owner:</b>	FRED H BERKEY	<b>Rated Power:</b>	774 Horsepower
<b>Operator:</b>	JOHN A DRAMESI	<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>	2G9 ,2272 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	11:40 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 9000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	17 knots / 25 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	13°C / -14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(2G9 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SOMERSET COUNTY 2G9	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2272 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4697 ft / 75 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<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 Serious	<b>Latitude, Longitude:</b>	40.00019,-79.070671(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hancock, Robert
<b>Additional Participating Persons:</b>	WILLIAM KOSHAR; ALLEGEHNY , PA
<b>Original Publish Date:</b>	March 21, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=39119">https://data.ntsb.gov/Docket?ProjectID=39119</a>

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