



# Aviation Investigation Final Report

<b>Location:</b>	LYNNWOOD, Washington	<b>Accident Number:</b>	SEA83LA193
<b>Date &amp; Time:</b>	September 18, 1983, 15:40 Local	<b>Registration:</b>	N44HA
<b>Aircraft:</b>	Anderson Aircraft Corp. STARDUSTER TOO SA300	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PLT REPORTED THAT DURING FLT, THERE WAS A CHANGE IN THE ENGINE SOUND WHICH WAS FOLLOWED BY A DROP IN FUEL PRESSURE. THE PLT STARTED TO LOOK FOR A PLACE TO LAND WHEN A TOTAL LOSS OF POWER OCCURRED. HE ELECTED TO LAND ON A FOOTBALL FIELD. HOWEVER, AFTER TOUCHDOWN, HE WAS UNABLE TO STOP ON THE FIELD. THE ACFT CONTINUED OFF THE END, WENT BETWEEN TWO HOUSES & DAMAGED A FENCE & A VEHICLE BEFORE COMING TO REST AT THE SIDE OF A ROAD. AFTER THE ACCIDENT, THE PLT FOUND THAT THE LEFT MUFFLER & A PORTION OF THE EXHAUST PIPE WERE MISSING. HE REPORTED THAT HOT EXHAUST GASES HAD BLOWN ONTO A FUEL LINE, BETWEEN THE FUEL PUMP & THE CARBURETOR, THUS VAPORIZING THE FUEL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CRUISE - NORMAL

#### Findings

1. (C) EXHAUST SYSTEM, STACK - DISCONNECTED

2. (F) EXHAUST SYSTEM,STACK - SEPARATION  
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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE

Findings

- 3. (C) FUEL SYSTEM,LINE - OVERTEMPERATURE
  - 4. (C) FLUID,FUEL - OVERTEMPERATURE
  - 5. (C) FLUID,FUEL - STARVATION
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Occurrence #3: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN  
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Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

Findings

- 6. (F) OBJECT - FENCE
- 7. (F) OBJECT - VEHICLE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 24, 1983
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	505 hours (Total, all aircraft), 122 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Anderson Aircraft Corp.	<b>Registration:</b>	N44HA
<b>Model/Series:</b>	STARDUSTER TOO SA300 STARDUSTER	<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>	HA1490
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1129 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	122 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-360-C2A
<b>Registered Owner:</b>	HUBERT A. ANDERSON	<b>Rated Power:</b>	180 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>	BFI, 17 ft msl	<b>Distance from Accident Site:</b>	24 Nautical Miles
<b>Observation Time:</b>	15:44 Local	<b>Direction from Accident Site:</b>	5°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Overcast / 7500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SILVERDALE , WA (S42 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	SNOHOMISH , WA (S43 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:00 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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	47.799148,-122.279243(est)

## Administrative Information

**Investigator In Charge (IIC):** Carrera, Candace

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=39765>

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