



Aviation Investigation Final Report

Location:	SIMPSONVILLE, South Carolina	Accident Number:	MIA99LA093
Date & Time:	March 1, 1999, 15:30 Local	Registration:	N1122V
Aircraft:	Scott A. George Jr. FISHER CELEBRITY	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that the flight departed with full fuel and after takeoff, he orbited the airport about 10-15 minutes at 1,100 feet agl, then proceeded on course at the same altitude. About 10-15 minutes later, he noted that the CHT increased but the oil pressure and temperature indications were normal. He verified the mixture control was in the full rich position and continued the flight, noting that the CHT continued to increase. He applied throttle to maintain altitude but the CHT increased and at that time, the engine rpm began to decrease. Unable to maintain altitude, he selected a site for a forced landing but was unable to land there due to a total loss of engine power. While descending for a forced landing on a off-ramp of a highway, the right wing collided with a light pole. The airplane then rolled inverted and impacted a fence. Examination of the engine by an FAA Airworthiness Inspector revealed that a plastic 90-degree fitting located at the inlet of the carburetor was broken. Additionally, all cylinder heads were found to be cracked between spark plug holes. Impact damage to the right aft cylinder head was noted.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The unsuitable terrain encountered during the forced landing. Contributing to the accident was the total loss of engine power due to the failure of a plastic 90-degree fitting at the inlet fitting of the carburetor.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) FUEL SYSTEM,LINE FITTING - FAILURE,TOTAL

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. OBJECT - POLE

3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND

Factual Information

On March 1, 1999, about 1530 eastern standard time, a homebuilt George A. Scott Jr., Fisher Celebrity, N1122V, registered to R. Wayne Pearce and Cyrus D. Rogers, experienced a total loss of engine power and subsequent collision with a light pole while descending for a forced landing near Simpsonville, South Carolina. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 personal flight. The airplane was substantially damaged and the airline transport-rated pilot, the sole occupant, was not injured. The flight originated about 30 minutes earlier from Flight World Airport, Greer, South Carolina.

The airplane was purchased on February 6, 1999, and the pilot stated that the purpose of the flight was to position the airplane to the new owners. After takeoff with full fuel, he circled the departure airport at about 1,100 feet agl for about 10-15 minutes then proceeded on the flight. About 10-15 minutes later, while flying at 1,100 feet agl, he first noted that the cylinder head temperature (CHT) increased but the oil pressure and oil temperature were indicating normally. He verified that the mixture was in the full rich position, continued the flight, and noted that the CHT continued to increase. He applied throttle to maintain altitude but the CHT increased and at that time, the engine rpm began to decrease. Unable to maintain altitude, he selected a sight for the forced landing, but was unable to land there due to a total loss of engine power. While descending for a forced landing on an off ramp for a highway, the right wing collided with a light pole. The airplane then rolled inverted and collided with a highway security fence. Fuel leakage was noted postcrash.

Examination of the accident site by an FAA airworthiness inspector revealed that the airplane was inverted against the perimeter fence for the on-ramp to the highway. The right wing was damaged due to the contact with the light pole about 18 feet agl, and the left wing was damaged due to ground contact. The right main and tailwheel were separated; the left main was attached. The airplane was recovered and examination of the engine by an FAA airworthiness inspector revealed that after the top cowling was removed, the fuel line at the inlet of the carburetor was not connected. A 90-degree fitting which was made of plastic and connected the fuel line to the carburetor inlet, was broken. The electric fuel pump was operationally checked and found to operate normally. Examination of each cylinder for compression was accomplished and all were normal except for the right aft cylinder which had no compression. All cylinder heads were removed and a hole was found at the 6 o'clock position of the cylinder which had no compression. The FAA inspector attributed the hole to impact damage. All cylinder heads were noted to be cracked between the spark plug holes. Examination of the valves, pistons, and connecting rods showed no signs of damage.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	55, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 5, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	7000 hours (Total, all aircraft), 3 hours (Total, this make and model), 6800 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Scott A. George Jr.	Registration:	N1122V
Model/Series:	FISHER CELEBRITY FISHER CEL	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	AV1050
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 11, 1998 Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	41 Hrs	Engine Manufacturer:	Volkswagen
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	R. WAYNE PEARCE & CYRUS ROGERS	Rated Power:	80 Horsepower
Operator:		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:	GMU ,1048 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	329°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GREER , SC (SC72)	Type of Flight Plan Filed:	None
Destination:	EASLEY , SC (SC86)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		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:	34.690956,-82.290611(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	ANTHONY G FINOCCHI; W. COLUMBIA, SC
Original Publish Date:	June 22, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=45831

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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](#).