



Aviation Investigation Final Report

Location:	WOODSTOCK, Georgia	Accident Number:	MIA99LA169
Date & Time:	June 8, 1999, 20:13 Local	Registration:	N76390
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After takeoff the airplane's engine began to sputter, at an altitude of about 200 feet above the ground (agl), and corrective action by the pilot did not clear the problem. He elected to land in trees instead of straight ahead to avoid hitting wires. The pilot stated that the airplane 'had not flown in a week,' and during the preflight inspection of the airplane he drained the fuel tanks and said, '...some very small bits of junk (about 3-4 < pin head size) were observed in [the] right tank containing 87 octane fuel. He drained about 1 1/2 pints until fuel ran clear. [The] engine was started on left tank (100 LL) which was full. Right tank noted 1/4 full....' The FAA inspector that examined the wreckage concluded that, '...after review of the aircraft records and extensive conversation with the pilot, it appeared that the aircraft...suffered some fuel contamination seeing how aircraft had been stored for awhile....'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a total loss of engine power due to fuel starvation because of contaminated fuel, resulting in a forced landing and subsequent impact with a tree.

Findings

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

Findings

1. (C) FLUID,FUEL - CONTAMINATION

2. (C) FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. OBJECT - TREE(S)

Factual Information

On June 8, 1999, about 2013 eastern daylight time, a Cessna 140, N76390, registered to an individual impacted with trees during a forced landing near Woodstock, Georgia. Visual meteorological conditions prevailed at the time, and no flight plan was filed for the 14 CFR Part 91 personal flight. The airplane sustained substantial damage. The private-rated pilot reported no injuries. The flight had departed from the same airport about 30 minutes earlier.

The pilot said he had completed his sixth landing, and had taxied back to his house to tell his family he was going to leave the pattern and he would be back before dark. He said he never shut the engine down and was on takeoff when the airplane's engine began to sputter. When the engine started to sputter the flight was at an altitude of about 200 feet above the ground (agl). He checked to see that the fuel switch was on the left tank. He pumped the throttle, but the engine did not clear. He elected to land in trees instead of straight ahead to avoid hitting wires.

The pilot stated that the airplane "had not flown in a week" before the accident. After a preflight inspection of the airplane he drained the fuel tanks and stated, "...some very small bits of junk (about 3-4 < pin head size) were observed in [the] right tank containing 87 octane fuel. Drained about 1 1/2 pints until fuel ran clear. Engine was started on left tank (100 LL) which was full. Right tank noted 1/4 full..."

According to the FAA inspector's statement, "...after review of the aircraft records and extensive conversation with the pilot, it appeared that the aircraft could have suffered some fuel contamination seeing how aircraft had been stored for awhile...."

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 12, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	720 hours (Total, all aircraft), 18 hours (Total, this make and model), 630 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N76390
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10811
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	March 25, 1999 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	29 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5580 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-85-12
Registered Owner:	EDWARD KOBBS & STEVEN HILL	Rated Power:	85 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	FTY ,841 ft msl	Distance from Accident Site:	
Observation Time:	19:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 9000 ft AGL	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(5GA4)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	20:00 Local	Type of Airspace:	

Airport Information

Airport:	AIR ACRES 5GA4	Runway Surface Type:	Grass/turf
Airport Elevation:	920 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2000 ft / 150 ft	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:	34.09972,-84.510131(est)

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	CALVIN ROBINSON; ATLANTA , GA
Original Publish Date:	June 23, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46505

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