



Aviation Investigation Final Report

Location:	JACKSONVILLE, Illinois	Accident Number:	CHI99LA210
Date & Time:	July 4, 1999, 09:23 Local	Registration:	N127G
Aircraft:	Ercoupe (Eng & Research Corp.) 415-CD	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that the airplane was climbing through 2,000 feet mean sea level when the engine lost power. He said that he conducted a forced landing in a cornfield, at which time the airplane was substantially damaged. An inspection of the airplane subsequent to the accident found material in the fuel line between the header tank and gascolator blocking the flow of fuel. The material was the consistency of sloshing compound also found in the fuel tank. No record could be found indicating when the tank was sealed with sloshing compound. The most recent annual inspection was conducted on October 19, 1998. The airplane had accumulated 32 hours time in service since that inspection.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A material defect in the sloshing compound. Factors were the blocked fuel system, inspection not identifying material defect, and the crop field.

Findings

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

Findings

1. (F) FUEL SYSTEM,LINE - BLOCKED(TOTAL)

2. (F) MAINTENANCE,INSPECTION - NOT IDENTIFIED - OTHER MAINTENANCE PERSONNEL
3. (C) MATERIAL DEFECT - UNKNOWN

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - CROP

Factual Information

On July 4, 1999, at 0923 central daylight time, an Ercoupe 415-CD, N127G, registered to and operated by a private pilot, sustained substantial damage during a forced landing following loss of engine power near Jacksonville, Illinois. The pilot reported no injuries. The personal 14 CFR Part 91 flight was operating in visual meteorological conditions. No flight plan was on file. The flight departed Jacksonville Airport at 0912, with the stated destination of Grand Rapids, Michigan.

The pilot said that the airplane was climbing through 2,000 feet mean sea level when the engine encountered a loss of power. He said that he conducted a forced landing in a cornfield, at which time the airplane sustained substantial damage.

An inspection of the airplane subsequent to the accident found material in the fuel line between the header tank and gascolator blocking the flow of fuel. The material was the consistency of sloshing compound also found in the fuel tank. No record could be found indicating when the tank was sealed with sloshing compound. The most recent annual inspection was conducted on October 19, 1998. The airplane had accumulated 32 hours time in service since that inspection.

Pilot Information

Certificate:	Private	Age:	61, 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:	October 20, 1998
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	390 hours (Total, all aircraft), 285 hours (Total, this make and model), 321 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe (Eng & Research Corp.)	Registration:	N127G
Model/Series:	415-CD 415-CD	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4795
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	October 19, 1998 Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:	32 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2140 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-90-12F
Registered Owner:	DALE D. BUTTERMORE	Rated Power:	90 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:	IJX ,600 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	12:24 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, IL (IJX)	Type of Flight Plan Filed:	None
Destination:	HASTINGS , MI (9D9)	Type of Clearance:	None
Departure Time:	09:12 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
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:	39.72018,-90.230316(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Stephen
Additional Participating Persons:	KERRY J GAMBREL; SPRINGFIELD , IL
Original Publish Date:	November 30, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46696

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).