



Aviation Investigation Final Report

Location:	UTICA, Nebraska	Accident Number:	CHI99LA340
Date & Time:	September 9, 1999, 17:36 Local	Registration:	N4527K
Aircraft:	Navion A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said, '... at 4,500 feet, the engine died suddenly and completely. I immediately turned on [the] boost pump, which did no good. I then, turned back 180 degrees and headed for NE23 (Utica, NE) which we had just passed. I notified Lincoln App [approach] of our problem and that re-start procedures didn't work.' The pilot then said, 'I thought I was set up to touch down halfway down the runway, let [the] gear down, got three lights, and then pumped down the rest of the flaps.' The pilot said that he touched down approximately 150 feet from the end of the runway and on rollout the landing gear collapsed due to the presence of '...five feet tall fireweeds.' During a post accident examination of the airplane, the engine driven fuel pump drive pin was found to be sheared. No other preexisting anomalies were found with respect to the aircraft or it's systems

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the fuel pump and the misjudged touchdown point by the pilot. A factor was the high vegetation.

Findings

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

Findings

1. (C) FUEL SYSTEM,PUMP - FAILURE,TOTAL

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: UNDERSHOOT
Phase of Operation: EMERGENCY LANDING

Findings

2. (C) PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

3. (F) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On September 9, 1999, at 1736 central daylight time, a Navion model A, N4527K, piloted by a private pilot, sustained substantial damage during a forced landing, to runway 35 (3,000 feet by 50 feet, dry/concrete), at the Flying V Airport, Utica, Nebraska, following an engine failure during cruise flight. The aircraft impacted terrain short of the approach end of the runway. The personal flight was conducted under the provisions of 14 CFR Part 91 and was not on a flight plan. Visual meteorological conditions prevailed at the time of the accident. The pilot reported no injuries to himself or his one passenger. The flight originated from the Lincoln Municipal Airport, Lincoln, Nebraska, at 1710 and was en route to the Kearney Airport, Kearney, Nebraska.

In a written statement, the pilot said, "... at 4,500 feet, the engine died suddenly and completely. I immediately turned on [the] boost pump, which did no good. I then, turned back 180 degrees and headed for NE23 (Utica, NE) which we had just passed. I notified Lincoln App [approach] of our problem and that re-start procedures didn't work." The pilot then said, "I thought I was set up to touch down halfway down the runway, let [the] gear down, got three lights, and then pumped down the rest of the flaps." The pilot said that he touched down approximately 150 feet from the end of the runway and on rollout the landing gear collapsed due to the presence of "...five feet tall fireweeds."

During a post accident examination of the airplane, the engine driven fuel pump drive pin was found to be sheared. No other preexisting anomalies were found with respect to the aircraft or its systems.

Pilot Information

Certificate:	Private	Age:	55, 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:	March 27, 1998
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	600 hours (Total, all aircraft), 352 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Navion	Registration:	N4527K
Model/Series:	A A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	NAV-4-1527
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 9, 1999 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2638 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	E-225-A
Registered Owner:	WHITESEL MANAGEMENT CO.	Rated Power:	225 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:	LNK ,1219 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	16:54 Local	Direction from Accident Site:	92°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LINCOLN , NE (LNK)	Type of Flight Plan Filed:	None
Destination:	KEARNEY , NE (EAR)	Type of Clearance:	None
Departure Time:	17:10 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Vegetation
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:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.889068,-97.33921 (est)

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	LARRY BARRY; LINCOLN , NE
Original Publish Date:	November 30, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=47346

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](#).