



Aviation Investigation Final Report

Location:	RUIDOSO, New Mexico	Accident Number:	DEN00LA034
Date & Time:	December 30, 1999, 12:00 Local	Registration:	N1190D
Aircraft:	Price GLASAIR 1-RG	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that shortly after takeoff, the engine 'started cutting out and was not developing enough power to maintain altitude.' The pilot made a shallow right turn and landed on a new crosswind runway which was still under construction. The runway was covered with snow, and shortly after touchdown the 'motor caught and I became airborne again.' During the second landing, the airplane impacted foot high gravel piles, and nosed over. The pilot said that he had been getting 'some water' from his fuel tank sump checks over the previous two months.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to perform an adequate preflight, and the subsequent partial power loss as a result of water contamination in the fuel. A factor was the lack of suitable terrain for a forced landing.

Findings

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

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) FUEL SYSTEM - CONTAMINATION, WATER

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On December 30, 1999, approximately 1200 mountain standard time, a Price Glasair 1-RG homebuilt, N1190D, was substantially damaged when it impacted the ground and nosed over following a forced landing after takeoff from Sierra Blanca Regional Airport, Ruidoso, New Mexico. The private pilot, sole occupant aboard, received minor injuries. The aircraft was being operated by the owner/pilot under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the local area personal flight, and no flight plan had been filed.

The pilot said that shortly after takeoff from runway 24, the engine "started cutting out and was not developing enough power to maintain altitude." The pilot made a shallow right turn and landed on a new crosswind runway which was still under construction. The runway was covered with snow. The pilot said after the airplane touched down, the "motor caught and I became airborne again." During the second landing, the airplane impacted foot high gravel piles, and nosed over. The vertical stabilizer, both wings, and landing gear were damaged.

The pilot said that during his preflight aircraft checks over the previous two months, he had been getting "some water" from his fuel tank sump checks.

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine land; Multi-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 10, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	5866 hours (Total, all aircraft), 900 hours (Total, this make and model), 23 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Price	Registration:	N1190D
Model/Series:	GLASAIR 1-RG GLASAIR 1-	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	579
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	January 9, 1999 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	899 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-B1A
Registered Owner:	OMER D. PRICE	Rated Power:	
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:	SRR ,6811 ft msl	Distance from Accident Site:	
Observation Time:	12:10 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12°C / -11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(SRR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	SIERRA BLANCA REG AIRPORT SRR	Runway Surface Type:	Gravel
Airport Elevation:	6811 ft msl	Runway Surface Condition:	Rough;Snow;Soft
Runway Used:	12	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	33.350681,-105.680976(est)

Administrative Information

Investigator In Charge (IIC):	Struhsaker, James
Additional Participating Persons:	KARRY RAY; ALBUQUERQUE , NM
Original Publish Date:	November 30, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48412

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