



# Aviation Investigation Final Report

<b>Location:</b>	CLEARWATER, Florida	<b>Accident Number:</b>	MIA00LA094
<b>Date &amp; Time:</b>	February 24, 2000, 18:24 Local	<b>Registration:</b>	N64WP
<b>Aircraft:</b>	North American NA-64	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot entered downwind for landing. Upon turning final, the airplane experienced a total loss of engine power resulting in a forced landing to none suitable terrain and subsequent in-flight collision with trees and terrain. Examination of the engine assembly and accessories revealed a total loss of engine power due to fuel starvation for undetermined reasons.

## 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 for undetermined reasons. This resulted in a forced landing to none suitable terrain, and a subsequent in-flight collision with trees and terrain.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: DESCENT

### Findings

1. FUEL SYSTEM - STARVATION
  2. (C) FUEL SYSTEM - UNDETERMINED
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

Findings

3. OBJECT - TREE(S)

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - EMERGENCY

Findings

4. TERRAIN CONDITION - GROUND

5. TERRAIN CONDITION - NONE SUITABLE

## Factual Information

On February 24, 2000, at about 1824 eastern standard time, a North American NA-64, N64WP, registered to Castle Aircraft Sales Inc., operating as a 14 CFR Part 91 personal flight crashed in the vicinity of Clearwater, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The commercial pilot reported no injuries. The flight originated from Brooksville, Florida, about 29 minutes before the accident.

The pilot stated he called UNICOM and entered right downwind for runway 34 at Clearwater Air Park, Clearwater, Florida. Power was reduced, lowered flaps, moved the prop control partially forward, verified the right fuel tank was selected, and checked that the mixture was full rich. He turned base leg, and called UNICOM stating his intentions. As he began the turn to final, he noticed that the engine power was reducing. He scanned the instruments and turned the electric back up boost pump on. The fuel selector was switched from the right tank, to the left tank, and back again to the right tank. He realized he would be unable to make the runway and initiated a forced landing to a street. The airplane collided with trees and a telephone pole. The airplane rotated to the right and came to a complete stop.

Examination of the airplane was conducted by the FAA. The fuel supply line from the engine pump to the carburetor was found severely kinked. When the supply line was disconnected at the carburetor, no fuel was available. When the kink was removed, fuel came out of the line. The FAA concluded that fuel starvation was suspected, and the actual cause could not be determined. Tom Reilly Vintage Aircraft, Inc., looked at the aircraft on behalf of the insurance adjuster, and stated that the engine stopped as a result of fuel starvation.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 21, 1999
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1250 hours (Total, all aircraft), 11 hours (Total, this make and model), 1100 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	North American	<b>Registration:</b>	N64WP
<b>Model/Series:</b>	NA-64 NA-64	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	64-3018
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 5, 1999 Annual	<b>Certified Max Gross Wt.:</b>	4470 lbs
<b>Time Since Last Inspection:</b>	70 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2200 Hrs	<b>Engine Manufacturer:</b>	Wright
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	R975-28
<b>Registered Owner:</b>	CASTLE AIRCRAFT SALES INC	<b>Rated Power:</b>	420 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PIE ,11 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	18:23 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 5000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 17°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BROOKSVILLE , FL (BKV )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(CLW )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:55 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	27.969627,-82.759658(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Smith, Carrol
<b>Additional Participating Persons:</b>	AMANDA J CROMIE; TAMPA , FL
<b>Original Publish Date:</b>	November 29, 2000
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=48660">https://data.nts.gov/Docket?ProjectID=48660</a>

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](#).